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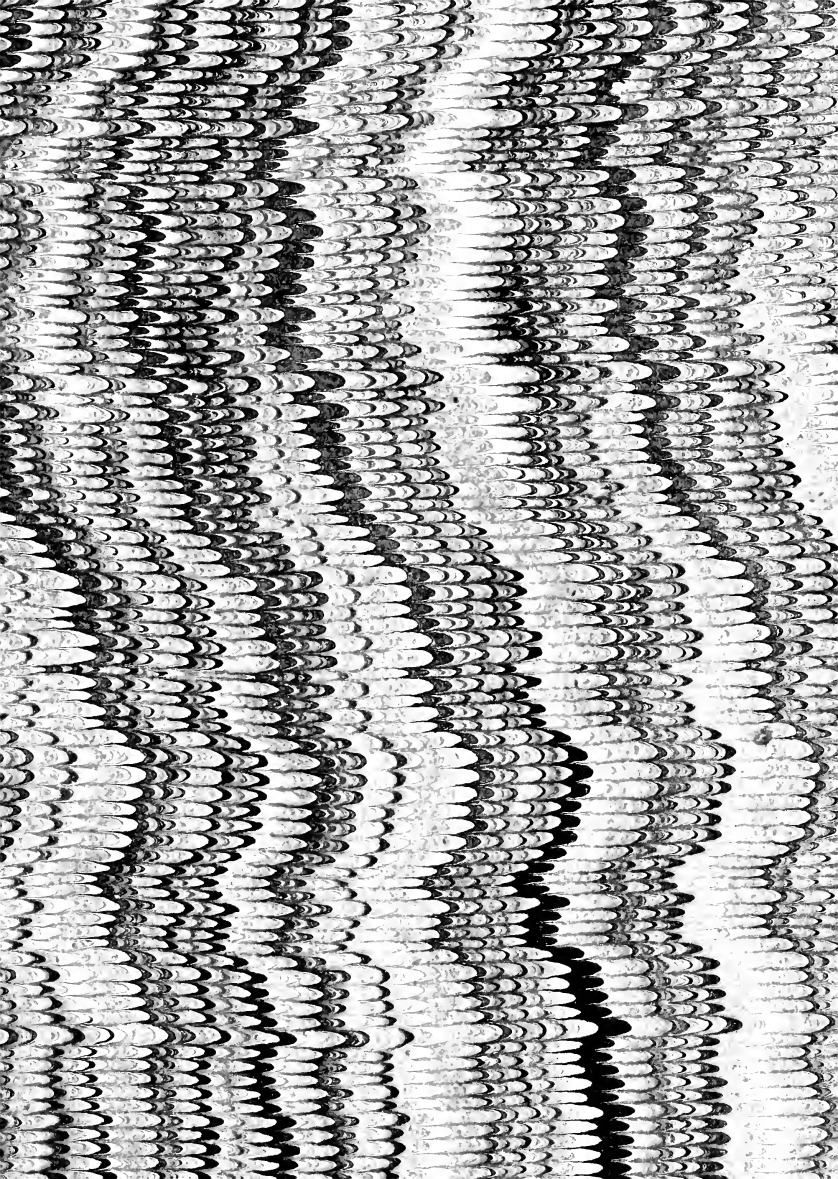
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UNITED STATES OF AMERICA



1874

Good

TO

Summer Resorts

IN

Wisconsin,
Minnesota,
Michigan, &c.

1874.

GUIDE

TO

SUMMER RESORTS

IN

WISCONSIN, MINNESOTA, MICHIGAN,

Etc., Etc.,

BY JAMES CHARLTON.

"Loafe and invite my soul."

WALT WHITMAN.

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GUIDE

TO

SUMMER RESORTS

IN

WISCONSIN, MINNESOTA, MICHIGAN,

ETC., ETC.

1874.

A Summer Holiday Excursion has become a necessity of modern life. Divines preach it and practice it faithfully, Physicians insist upon it, and experience teaches it. If it be not good for man to be alone, it is equally not good for him to devote himself to any one pursuit, never resting and never changing. He needs change, amusement, diversion, if he would indeed be a man, with all his faculties abreast, and not a fossil.

“LOAFE AND INVITE MY SOUL”

is the highest wisdom, and it is not addressed to “loafers” but to workers. But where to loafe? That is the question which this little Guide attempts, in part, to answer.

Many rush across the stormy Atlantic to the Old World who have never seen and have no conception of the land they live in: its magnificent scenery; its inland seas; its mighty rivers; its dark forests; its lakelets hidden away in back woods, and wasting their unseen beauties there; its attractions of rapid and water-fall and island glories; its lumberman's paradise in dense woods; its unrivaled fishing and shooting privileges; its cultivated farms; its populous and rapidly increasing cities; its towns, villages, manufactories, public and private buildings, colleges, institutes, churches, monuments, scenes of historic interest, and scenes which need no historic associations to add to their ineffable grace and beauty, or their awe-inspiring majesty and sublimity. In our own land we can find repose from labor and the utmost diversity of scenery, with all the comforts of home, more cheaply and more readily than by going abroad.

To those in St. Louis, New Orleans, Galveston, Texas, and the South, in quest of summer resorts, this little book is addressed. The writer offers a brief summary of the attractions of a few watering places. The information is not second-hand and inexact, but has been obtained at some trouble and expense, and is reliable.

Starting from St. Louis, "the future great city of the world," you take the Chicago & Alton Road, passing through the finest agricultural region of Illinois, which presents a panorama of loveliness rarely equaled in the way of handsome cities and towns, vast prairies covered with immense fields of yellow grain and waving corn. First comes Alton, the city of hills, located on the east bank of the Mississippi; five miles further on, settled among the trees, stands grand old Monticello, cherished in the memory of hundreds of useful women, educated there; Carlinville, with its million dollar Court House; Springfield, the capital of the Prairie State; then Bloomington, which is the site of the Company's extensive work shops, and the State Normal University. Within thirty-seven miles of Chicago comes Joliet, with its State Prison and big rolling mills.

The Chicago & Alton is, without doubt, the best managed and equipped road in the West. The managers believe in spending some of the money received for freight and fares, to make their road safe and comfortable for their patrons. Its operation is conducted with rigid method and system. Every modern invention, which can add in any way to the comfort and safety of passengers, is adopted. You take your hotel along with you when you purchase tickets by this line. The Pullman Dining Cars are run on all day trains. You can enjoy your meals as leisurely as if at home, instead of being compelled to bolt a badly cooked meal, in twenty minutes, at some eating house.

In traveling on this road you will not fail to notice that the platforms of the cars are drawn closely together, making it quite impossible to fall between or under them in passing from one car to another, and you will notice that the platforms are somehow dovetailed together in such a manner as to preclude the possibility of telescoping, and thereby involving passengers in the dreadful fate so often met in cases of collision. You will also notice that the train runs as steadily and smoothly as if it were one car. This is all the result of the Blackstone patent platform and coupler, and we wonder other roads do not see the benefits of it and adopt it; but perhaps Mr. Blackstone means to have it used exclusively on his own road.

The Chicago & Alton is not only the shortest, quickest, and consequently the cheapest route between St. Louis and Chicago, but it is also the only route under one management, and the only route running the celebrated Pullman

Palace Sleeping, and Pullman Palace Dining Cars between those two great inland cities. It is also the only line between St. Louis and Chicago which runs a SATURDAY NIGHT TRAIN through each way. With its connections it forms the most comfortable route from New Orleans, Mobile, Memphis, Little Rock, Nashville, Galveston, and all Southern and Texas points. Passengers can secure Pullman Cars on the whole route by these lines. On inferior routes these luxurious cars are run on only a portion of the way. Excursion tickets at greatly reduced rates can be purchased at the office of the Chicago & Alton Railroad, No. 117 North 4th Street, corner of Pine Street, St. Louis, and any information will be cheerfully given there, either on personal application or by letter. Mr. S. H. Knight is the agent of the Company in St. Louis. In addition to excursion tickets to points named in this Guide, Mr. S. H. Knight also sells Grand Trunk Excursion Tickets, and to all other points to which tickets are sold by any other route. The Excursion Tickets sold by Mr. Knight are good till the end of the season. Holders can stop over at any intermediate point and resume their trip at pleasure.

Excursion tickets can be obtained of Mr. Knight, from St. Louis to St. Paul, via Louisiana, Mo., Quincy, Keokuk and Burlington, and thence rail or Mississippi river steamers; via Chicago and Dubuque, and thence Mississippi river steamers; via Chicago, and thence rail by all routes; via Chicago and Milwaukee, and thence rail, by Chicago, Milwaukee & St. Paul Railway; or via Marquette, and steamers over lake Superior, from Marquette to Duluth, and thence rail; and return south by the same route as that by which tickets read going north, or by any other route that may be selected.

To all points every possible combination of coupons of excursion tickets has been made, so that Tourists can go north by any route all rail, or part rail and part river or lake, and return by any route. Tourists are thus enabled to go by one route and return by another, and to vary the trips to any extent that they may desire.

Excursion Tickets via Chicago & Alton Railroad can also be purchased of the following agents of the St. Louis, Iron Mountain & Southern Railroad: C. T. Parsons, Little Rock, Arkansas; J. R. Winston, Belmont, Mo.; J. B. Wadleigh, Texarkana, Texas; of Charles Jennings, Houston, Texas; of S. S. Jones, Agent, Galveston, Houston & Henderson Railroad, Galveston, Texas; the agents of the Texas & Pacific Railroad, at Marshall, Texas, Jefferson, Texas, and Shreveport, La.; A. S. Graham, Agent, New Orleans & Mobile Railroad, New Orleans, La.; F. R. Osborne & T. Guesnard, Agents, Mobile & Ohio Railroad, Mobile, Ala.; and Jas. Speed, 287 Main street, Memphis, Tenn.

ROUTE.

If you are coming from New Orleans, Mobile or any place South, take the Mobile & Ohio route to St. Louis, as no other route runs Pullman Palace Cars through, and no other route is quite as safe or as comfortable.

If you are coming from Galveston or any point in Texas, take any of the routes leading to St. Louis. From St. Louis see that your tickets read by the Chicago & Alton Railroad, which makes all connections in Union Depot, Chicago.

The fare via St. Louis and the Chicago & Alton Railroad is always as low as by rival routes which pass through sparsely inhabited and uninviting tracts of country and small places of no importance whatever, and which possess not the slightest interest for the intelligent tourist. The advantage of adopting the route recommended here, is that without any additional outlay the traveler secures the privilege of stopping over and enjoying the sight-seeing in such large cities as St. Louis and Chicago.

THE ROUTE FROM THE SOUTH VIA MOBILE AND THE MOBILE & OHIO RAILROAD.

As many of the citizens of Louisiana and Texas, during the sultry season of the South, make annual visits to the various watering places of the North, Northwest and Eastern portions of the United States, it has been thought well to call their attention to a few of the benefits and beauties of the route via Mobile. They should by all means purchase tickets over the New Orleans & Mobile Railroad (in connection with the Mobile & Ohio Railroad), thereby securing the most delightful ride of 140 miles in the United States. The lovely scenery of this route is unsurpassed. On one side of the road the traveler is presented with a beautiful and ever-changing panoramic view of the Gulf of Mexico, which is almost constantly in sight, while the other is fringed with the most luxuriant growth of southern shrubbery, trees, foliage, etc., that ever feasted the human eye.

The suburbs of Mobile are more inviting than those of any other Southern city, the surroundings and scenery having a world-wide reputation. There are two shell roads, one leading into the interior toward Spring Hill, a delightful spot six miles distant from the city and the summer residence of many Mobile merchants, and the other along the shore of the beautiful Mobile bay. The drive down the latter is unsurpassed in picturesqueness and variety of natural scenery. While one is whirled along the smooth surface of the road an everchanging

scene of beauty presents itself to view. Skirting along the shore of the bay and while lost in wonder at its broad expanse, one suddenly dashes into a deep Magnolia grove whose mammoth branches and broad thick leaves exclude the sun, and the odor of the flowers makes the air heavy with delicious fragrance. Emerging from that fairy spot the bay is again seen and the eye relieved by clumps of Orange trees whose golden fruit forms a pretty contrast to their tropical foliage.

The invalid and pleasure seeker from the North and West will find Mobile a most pleasant resort during the winter months. The balmy and health giving air will invigorate and strengthen the invalid, while the drives and the fine fishing and hunting almost at one's door will furnish means of enjoyment to those seeking amusement and recreation.

The Mobile & Ohio Railroad is now one of the safest, smoothest and best managed roads in the country. Its rolling stock is first-class and its coaches most comfortable, with polite and attentive conductors. Pullman Palace Sleeping and Drawing Room Cars attached to all trains. Passengers invariably receive the greatest courtesy and attention from all officials and employees of the road.

CHICAGO,

Is situated on the southwest shore of Lake Michigan, at the mouth of the Chicago river, the North and South branches of which divide the city into three parts, known as the South Side, West Side and North Side. A few years ago it was a comfortless Indian village. To-day it is one of the foremost cities of the world. Its enterprise is matchless. Its marvelous growth is the wonder of travelers and the pride of its citizens. Its great fire fixed all eyes upon it and made it a household word in all lands. It has been rebuilt in such splendor that the wonder of its resurrection overshadows the marvel of its original growth and the calamity which laid it low. It was renowned for its educational institutions of all kinds, its art galleries, opera house, observatory, elegant theatres, spacious and luxurious hotels, public halls, lyceums, etc. Most of these have been rebuilt, and are finer and more substantial structures than those which they replaced. All the theatres have been rebuilt and opened, and all are more elegant, spacious and comfortable than the old structures which passed away in fire. They are most admirably conducted. All the large hotels have been rebuilt and opened, and several new ones have been added. The hotels of the rebuilt city are larger and finer than those which the fire destroyed. The hotel accommodation in Chicago is now superior to that of any city of its size in the

world. Hotel rates range from \$2.00 to \$4.50 per day. Chicago is the commercial metropolis of the Northwest, the largest city in Illinois, and the county seat of Cook county. It is the greatest lumber and pork market in the world, and the most famous grain market. An immense live stock business is transacted, and over twice the quantity of pork is packed here annually that is packed in Cincinnati. In 1837 the population was 4,170; in 1840, 4,853; in 1850, 29,963; in 1860, 110,973; and in 1870, 298,977. At present it is estimated that the population is not far from half a million.

In the fire of October 8-9, 1871, all that portion of the city north of Harrison street and east of the North and South branches of the river, was consumed. This comprised an area of 2,000 acres, or about sixty miles of the finest streets. The fire lasted 28 hours, and destroyed 25,000 buildings. The total loss was \$190,526,500. Insurance, \$90,000,000. Net loss over insurance, \$100,526,500.

Chicago is one of the most important railroad centres. Over fifteen railroads converge here, many of them ranking with the largest in the country. The trade of the city is constantly on the increase. Nothing retards it, not even the great fire, which was but a temporary drawback. The Tourist can profitably spend a few days here and enjoy himself thoroughly, and receive lasting impressions of the indomitable pluck of Chicagoans and the amazing progress of the place. It is in Chicago that the traveler gets to understand what the full meaning of "go-aheadativeness" is in its highest sense.

ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad.

***MILWAUKEE, WIS.,**

Is most delightfully situated on the western shore of Lake Michigan, on a magnificent bay, formed by two projecting headlands, which make a safe and extensive harbor. The bay is some nine miles in width, and affords a refuge for vessels in case of storms. The Milwaukee river flows down from the north, at an average distance of from half to three-quarters of a mile from the lake, till it reaches a point a little south of the centre of the city, when it turns at almost a right angle and flows into the lake, through an artificial cut. This has made the passage to the lake much shorter, and has resulted in the closing up of the old mouth of the river, about a mile below. Just where the Milwaukee turns to reach the lake it is joined by the Menomonee river, which,

* This account of Milwaukee is taken, by permission, from an excellent local guide to that city.

after winding for two miles through a wide marsh, is lost in its larger neighbor.

The two rivers divide the city into what are known as the east, west and south sides.

Milwaukee contains a population of about 90,000 people. It is regularly laid out; the streets are wide, and are lined with buildings eminently adapted for all the requirements of so extensive a place. The business part of the city lies on either side of the river, and follows it up closely for over two miles. As you go back from the river you find yourself gradually ascending, till you stand on an elevation of considerable height, and can see the city spread out at your feet.

The river was formerly lined by bluffs. At their feet were swamps, which have been filled up and converted into the busiest and most valuable part of the city. The streets have a gradual rise, therefore, as you recede from the river, and when you come to the lake shore you stand on a high bluff. This fact renders the city an easy one to drain, and has assisted very materially in the present complete plan of sewerage. The streets are washed by every rain. The water flows down to the river instead of standing in pools. The advantages provided by nature have been seized and turned to the best account by being made of great assistance in carrying out the system of sewers.

These two rivers, the Milwaukee and Menomonee, give vessels and steamers easy access to the very heart of the city, and afford great assistance to the heavy commerce carried on.

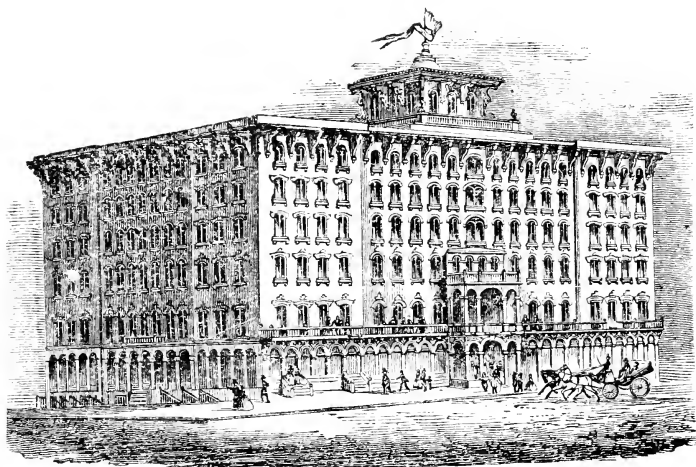
The healthfulness of the city is something remarkable. Its location, the cleanliness of the streets, the admirable sanitary regulations which are stringently enforced, and the intelligence of the people, all combine to prevent any disease from obtaining a foothold, and to keep at a distance those epidemics which so frequently prevail in large cities. The able and complete report of the Health Officer for the last year, shows a remarkably small death-rate, and places the city high up in the list of the healthiest cities of the country.

The stranger who visits Milwaukee, is at once struck by its neat and clean appearance. This is due to the care taken in keeping the streets in excellent order, but largely, also, to the cream-colored brick, widely known as "Milwaukee brick," of which the buildings are almost exclusively constructed. These facts, together with the width of the streets, give the place a most charming and delightful look, affording a pleasing variation to the monotonous rows of glaring red bricks met with in the large Eastern cities.

As a summer resort, Milwaukee possesses many peculiar attractions that are

every year becoming more widely known, and that specially commend it to those who seek rest and recuperation during the hot months of the year. Situated on the banks of a beautiful lake, it is fanned by the invigorating breezes that pour in an almost continual current over the broad waters. These bring relief and comfort, even in the hottest seasons. The climate is remarkable for its evenness. The thermometer never registers the extreme heat so common in many places on the same parallel of latitude, while the prevailing winds are of such a character that they always mitigate the discomforts incident to the season to such an extent that they are rendered trifling.

The principal hotel is the



NEWHALL HOUSE.

J. F. ANTISDEL, Proprietor.

GEO. SCHELLER, Manager.

H. D. GREENMAN and D. REGAN, Clerks.

This well known hotel is centrally located in the heart of the business part of the city, on Broadway, corner of Michigan Street. It is near the Post Office, Chamber of Commerce and all places of amusement. This Spring, the new proprietor has had the house thoroughly renovated and refurnished in good style.

The house contains three hundred rooms, airy and spacious, and fitted up in the most thorough and complete manner. Pleasure seekers and others visiting

Milwaukee will find this the most comfortable hotel. All guests will receive the best attention, and be made as comfortable as possible by Mr. Antisdel and his able assistants.

The attractions which Milwaukee presents to the traveler or tourist in search of pleasure, are many and diversified. There are many points of interest in its immediate vicinity. Hunting and fishing of the very best kind are to be had within easy reach. Inland lakes, at but a short distance from the city, and easily accessible by railroad, are full of the choicest fish, while wild fowl of every kind swarm thither at the proper seasons. The lake affords excellent opportunities for sailing and rowing, and fishing of the very best kind can here be indulged in.

Lovely drives abound. The lake shore is skirted, northward, by an avenue which forms one of the finest roads in the country, and gives also some grand suburban scenery. The country in the rear of the city is traversed by numerous excellent roads, which open up some most delightful farming country.

Distance from Chicago, 85 miles ; from St. Louis, 365 miles.

ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad. From Chicago, via Chicago, Milwaukee & St. Paul or Chicago & North-Western Railways, or Goodrich Line of Steamers.

ELKHART LAKE, SHEBOYGAN COUNTY, WIS.

"Tallmadge's Rural Home," Summer Resort.

This House is beautifully located on the West side of the Lake fronting the East, and surrounded by extensive, grassy, shaded grounds. The Proprietor of the Rural Home has spared neither time nor expense in making this establishment worthy the patronage of his numerous friends. Every facility is afforded for boating, fishing, hunting, &c. Sail boats, row boats, and fishing equipments in abundance. A fine bathing house in connection with the building.

Elkhart Lake is one of the most beautiful and healthy locations in the North West, situated in Sheboygan County, Wisconsin, two miles from the romantic village of Glenbeulah, on the Fond du Lac & Sheboygan Railroad, and within a short distance of the Depot of the Wisconsin Central Railroad, fifty-five miles north of Milwaukee. There is no locality in the State presenting greater attractions for those who wish to spend a few weeks in the country during the hot weather. Elkhart Lake covers an area of nearly five hundred acres, and is noted for its clear, cold, sparkling water, and fine fish, while the neighboring hills, clad in the richest green, and delightfully wooded—in many places even to the water's edge—has established its reputation forever as "a thing of beauty."

Being situated in one of the finest agricultural districts in America, no difficulty is experienced in supplying the table with the choicest vegetables, fruits, &c.

In order to secure choice of rooms at "Tallmadge's Rural Home," parties living at a distance should make application by letter early in the season.

TERMS.—Price of board from \$8.00 to \$10.00 per week. Transient, \$2.00 per day. Reasonable discount made to families with small children. There is a telegraph and post office at Elkhart Depot, a few rods from the Lake. Address E. TALLMADGE, Glenbeulah, Wis.

ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad.

THE OAKWOOD HOUSE, GREEN LAKE, WIS.

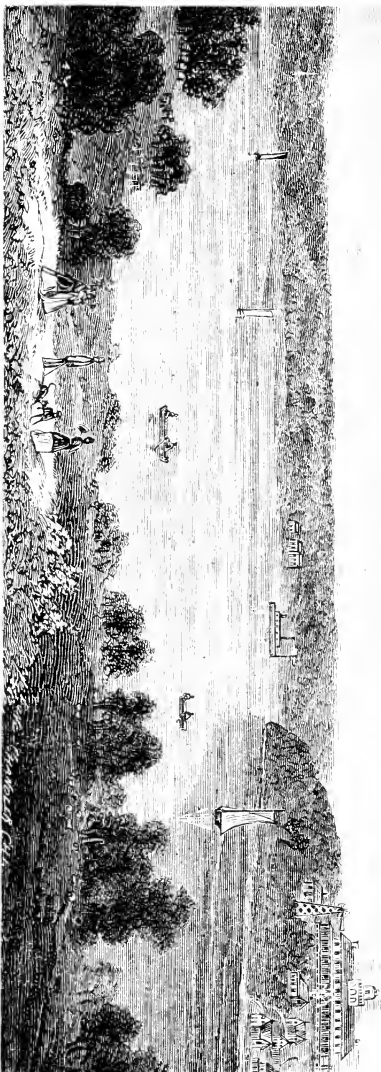
This much sought summer resort and delightful watering place is situated on the banks of Green Lake, Wis., only one mile distant from Green Lake Station, on the Sheboygan & Fond du Lac Railroad, 107 miles from Milwaukee, 192 miles from Chicago, and 472 miles from St. Louis. Omnibuses and carriages await the arrival of all trains.

The Oakwood House is open for guests the first day of May every year, and is furnished in the style of a first-class house. A large addition to the hotel is now completed, with over eight hundred feet of verandah, giving guests the advantage of a grand promenade. Other new attractions have been added for this season. The tables are unsurpassed by those of the best hotels in the United States. The proprietor says: "We grow our own vegetables and fruit; our milk and butter are fresh from the 'Oakwood' Lawns."

Accommodations for all innocent and pleasant amusements have been amply provided. Great care has been given to furnishing pastimes both for the parlor and lawn, for persons of all ages, so that the most indifferent cannot complain of *ennui*.

The natural scenery around Oakwood is unrivaled in variety and beauty. Groves of primeval grandeur, far stretching prairies, an extensive lake view, greet the eye from every point. The grounds have been terraced, furnished with swings, promenades, and otherwise ornamented to render them pleasant and attractive.

The Lake averages a length of fifteen miles and a width of three miles. Its embankments vary from beautiful grassy slopes to high rocky cliffs, bordered with evergreens, presenting the greatest diversity of physical character, and affording unlimited natural advantages for pleasing and romantic rambles. Its waters are very pure, and so transparent that their pebbly bed may be seen at a depth of from twenty to thirty-five feet. A great variety and abundance of the finny tribe inhabit this beautiful sheet of water, and good fishing boats and tackle for lovers of sport, and excellent sail boats for seekers of pleasure, are furnished



OAKWOOD HOUSE, SUMMER RESORT, GREEN LAKE, WIS.

D. GREENWAY, Proprietor.

WILL GREENWAY, Clerk.

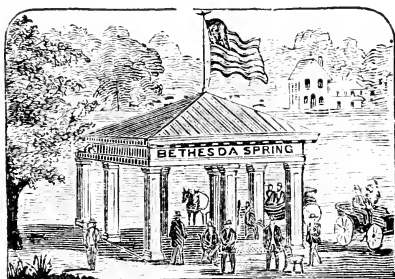
for the accommodation of guests. A new and beautiful Steamboat has been placed on Green Lake. Parties can visit any of the attractive places on its shores on short notice, with pleasure and comfort.

Ponies, perfectly at home under the saddle and in harness, expressly for ladies and children ; horses, carriages and light buggies, beautiful groves and shady drives, fine roads for horseback riding, and plenty of stable room for those wishing to keep their own horses and carriages, are among the advantages, pleasures and conveniences of this popular resort. The hotel is largely patronized by residents of New Orleans, St. Louis, Chicago, New York, Cincinnati, Indianapolis, Milwaukee, etc. Hotel rates, per day, \$2.50 ; per week, \$12 ; children and servants, half price. For rooms, etc., and for circulars containing list of names of visitors at the Oakwood House from your own cities, address D. Greenway, Dartford, Wis.

ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad. From Chicago, via Chicago, Milwaukee & St. Paul or Chicago & North-Western Railways. From Milwaukee, via Wisconsin Central Railroad.

WAUKESHA, WIS.

Is the county seat of Waukesha County, and is beautifully situated on the Fox river. It is a station of the Chicago, Milwaukee & St. Paul Railway, 21 miles from Milwaukee, and 106 miles from Chicago. The population is 4,000. It is a most attractive summer resort, famous for its surroundings of lake and river and woodland scenery, and still more famous for its celebrated



Bethesda Mineral Springs,

The miraculous cures effected by the waters of which have made the place known throughout the United States and Europe. The discovery of these

wonderful springs was accidentally made in 1868, by Col. Dunbar, the present director and general manager of the Springs, who for several years previous to that time had been suffering from Saccharine Diabetes. He was cured of this distressing disease by the use of the waters, and since then thousands of others have been cured. The following careful analysis of the water has been prepared by Prof. C. F. Chandler, Columbia College, New York. The proportions in one United States or Wine gallon of 231 cubic inches were :

	Grains.		Grains.
Chloride of Sodium.....	1.160	Phosphate of Soda	a trace.
Sulphate of Potassa.....	0.454	Alumina.....	0.122
Sulphate of Sodium.....	0.542	Silica.....	0.741
Bicarbonate of Lime.....	17.022	Organic matter	1.083
Bicarbonate of Magnesia.....	12.388		
Bicarbonate of Iron.....	0.042	Total.....	35.710
Bicarbonate of Soda.....	1.256		

A large business is carried on by shipping the water in casks and barrels, by the hundred, to all parts of the world. It never loses its properties by transportation. Thousands resort to the Springs to drink their sweet waters and be cured, and such wonderful cures as have been effected here, recall the days of miracle. Amongst those who have traveled hither in search of health and have grateful remembrances of these healing waters are many notables whose names space does not permit us to recount.

The climate of Waukesha in summer and early autumn is as delightful as its scenery is surpassingly lovely. The air is cool, clear, elastic and stimulating, and comes pleasantly laden with the odors of flowers and shrubbery. Game and fish abound. The lay of the wild duck heard on lake-inlet and river, and drum of the partridge, greet the anxious ear of the huntsman. The whirr of the quail as it takes its rapid flight from some secluded cornfield, the mellifluous voice of the prairie hen, and the chatter of the fox squirrel, are sounds the sportsman may hear any day in one half hour's ramble from the village. The scampering rabbit, the sluggish wood chuck, and the stealthy badger, may also be found by those who know their respective haunts and habits.

Hotel rates in Waukesha are moderate. For all information respecting Waukesha and the Bethesda Mineral Springs, address Col. R. Dunbar, Director and General Manager, Waukesha, Wis. See advertisement, p. 47.

ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad. From Chicago, via Chicago, Milwaukee & St. Paul Railway.

SPARTA, WIS.

Nestled in a circle of wooded bluffs, near the headwaters of the LaCrosse river, on the Chicago, Milwaukee & St. Paul and Chicago & North-Western Railways, twenty-five miles from the Mississippi, 170 miles from Milwaukee and 246 miles from Chicago, is the beautiful and romantic young city of Sparta, Wis. As a resort for health and pleasure seekers, this exquisite spot has no rival in the Northwest. For years have parties from the South and East availed themselves of the rich hunting and fishing grounds surrounding this place ; but it remained for the discovery of the healing properties existing in the Medicinal and Electrical Waters now flowing from the artesian wells sunk here, to place Sparta, in point of merit, far above all others in the Northwest as a resort for the invalid.

Sparta, is an incorporated village of 4,000 inhabitants, and one of the finest inland towns of Central Wisconsin. Situated in a fertile valley, entirely surrounded by gigantic bluffs and rocky elevations, it presents, with its handsome white painted dwellings and church edifices, its costly business houses and public buildings, with streets adorned with natural and cultivated foliage, the appearance of a prosperous Southern country-seat. Its surroundings are picturesque and even romantic. To the northwest, and at a distance of five miles, can be seen Castle Rock towering majestically to a height of six hundred feet above the level of the river, standing like a silent sentinel on top the encircling

cordon of bluffs that surround the valley. From its lofty summit can be seen the blue hills of Minnesota across the "Father of Waters," and an extended panorama of hill and dale is presented to the admiring gaze. Looking back to the southward, the eye rests—in summer—on the verdure covered plain below, dotted over with its nice farm houses, teeming fields of grain, and crystal streams of pure soft water abounding plentifully with the finest of speckled trout, affording sport and recreation for the "troutist," in the midst of which Sparta stands, Monarch of the Valley. Pleasure drives and hunting grounds are numerous. Delightful camping places and pic-nic resorts are everywhere to be found beneath the ridges that encircle the town. Over the natural beauties of the place, the "Pleasure Season" throws its spell of life and gaiety. As evening approaches, ladies and gentlemen throng the porticoes of the hotels, or are wheeling about town behind fast steeds, or are dreamingly lounging about the shady retreats in the public parks. Others, with cup in hand, can be seen seated within the enclosure of the Fountain, sipping the health-invigorating water. Since the discovery of this remarkable medicinal water, two fine Turkish Bath Institutes have been established in connection with the hotels—one by Drs. NICHOLS & SHUTER at the Warner House, and the other by Dr. D. C. BEEBE at the Ida House, providing baths of every description in modern use, and affording ample and luxuriant accommodations for health seekers, who are at all times of the year making applications for treatment. Recent discoveries made relative to the superior merits of the water, together with increased hotel accommodations, with its unrivaled Turkish Bath facilities, is making Sparta a very popular summer resort.

Analysis of Water — By Professor J. M. Hirsh.

This water contains in the Gallon Imperial :

SOLIDS.	GRAINS.	SOLIDS.	GRAINS.
Carbonate of Iron.....	14.33501	Sulphate of Lime.....	0.18020
Carbonate of Magnesia.....	4.03101	Chloride of Calcium.....	0.60502
Carbonate of Lime.....	0.40202	Chloride of Sodium.....	0.14301
Carbonate of Strontia.....	0.01402	Iodide of Sodium.....	0.00014
Carbonate of Baryta.....	0.00600	Phosphate of Soda.....	0.06400
Carbonate of Manganese.....	0.00072	Phosphate of Alumina.....	0.06080
Carbonate of Soda.....	0.21030	Silica.....	0.28003
Carbonate of Lithia.....	0.02400	Hydric Sulphide	0.00340
Carbonate of Ammonia.....	0.00210		
Sulphate of Soda.....	2.21430	Total.....	23.21735
Sulphate of Potash.....	0.64130		

The Sparta Mineral Water is shipped at very low rates. Address all orders and communications to W. H. FARNHAM & CO., (with Jones & Sibley,)

corner Fifth & Market Streets, St. Louis, Mo., or, Sparta, Wis., care of H. S. Bingham.

ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad.

FOND DU LAC, WIS.,

Is the county seat of Fond du Lac County. It is a city of twenty-two years municipal growth, with a population of nearly twenty thousand, and is situated at the head of Lake Winnebago, where the Fond du Lac river empties into the lake, 70 miles from Madison, 60 miles from Milwaukee, 40 miles from Sheboygan, 60 miles from Green Bay, and 170 miles from Chicago, and is directly connected with all these places by railroad. It is the point of crossing of the Chicago & North-Western and Sheboygan & Fond du Lac Railroads. In wealth and population it is the second city of Wisconsin. It ranks first in the mineral and pine regions of the Northwest. It is an extensive wheat market, and does a large business in manufactured lumber. It is well provided with hotels and restaurants, to meet all tastes and all purses. The wealthy visitor can secure first-class accommodations, while the class less favored by fortune, whom ill health compels to seek change of air, can secure comfortable quarters and live as cheaply as at home. Socials, balls, parties, concerts, and theatrical performances, are numerous. A new opera house is talked about. Several billiard parlors afford amusement to the lovers of the game. Within the city grounds is a splendid park and race ground. Several yacht clubs navigate the deep waters of Lake Winnebago. Steamboats with pleasure parties make frequent excursions around the lake, which is thirty-five miles long and twelve miles broad, the largest lake within any State in the Union. The beautiful landscapes which border Lake Winnebago must delight and satisfy the most ardent admirer of gorgeous scenery.

Romantically situated about three miles southeast of Fond du Lac lies the attractive Lake de Neveu. Elkhart Lake on the east, and Green Lake on the west, are within easy reach. In all these lakes fresh water fish abound.

Lake Winnebago is connected with Green Bay and Lake Michigan by the Fox river improvement, and with the Mississippi river by the 100 miles of Wolf river navigation, the upper Fox and Wisconsin rivers.

Fond du Lac is one of the healthiest places in the Union, and it is especially distinguished for its numerous artesian "fountains," from which the city derives a plentiful supply of the purest water. One of these, 187 feet deep, has become famous for its wonderful curative properties. It is known far and wide as HUNTER'S MAGNETIC SALINE FOUNTAIN. The water of this fountain

flows through and over mineral rock highly charged with magnetism, which polarizes the molecules of mineral salts, and causes them to permeate the water in that proportion which makes it pleasant to the taste, healthful and curative in an eminent degree. The throng of visitors to the fountain was so great last year during the bathing season, that Mr. Hunter found it necessary to enlarge the bathing establishment, by fitting up several additional bath rooms, in elegant style, thereby doubling his bathing facilities. Two of these additional bath-rooms, one in the ladies' department, and the other in the gentlemen's department, are fitted up and especially devoted to giving the CELEBRATED TURKISH BATH.

A physician of extensive experience in attendance upon invalids in bathing establishments, for the past ten or twelve years, is always present to give directions and advice as to the proper mode of using the water, both for bathing and drinking purposes, and also to administer the Turkish bath, whenever it is desired by parties visiting the bath-rooms.

The following analysis is by Prof. E. J. Gillett, President of the Medical College, Keokuk, Iowa, a gentleman of extensive practical experience as a teacher of analytical chemistry for the last fifteen years, and with a reputation throughout the West for exact scientific knowledge.

KEOKUK MEDICAL COLLEGE, Feb. 9, 1874.

GEORGE HUNTER, ESQ. :—

Dear Sir—I have to-day completed the quantitative analysis of your mineral water, and with the following results. Out of one gallon of water, I obtained 19 grains as residuum.

The analysis is an approximate, leaving off decimals in calculating the proportions.

In 100 parts the following are the proportions of each ingredient :

1. (CaoCo ₂) Carbonate of Lime	5	10. (KCl) Chloride of Potassium....	3
2. (KoCo ₂) Carbonate of Potash ...	4	11. (SiO ₃) Silica.....	5
3. (MgoCo ₂) Carbonate of Magnesia	6		93
4. (NaoCo ₂) Carbonate of Soda....	4	12. (FE) Traces of Iron	—
5. (CaoSo ₃) Sulphate of Lime....	12	13. Traces of Bromine	—
6. (KoSo ₃) Sulphate of Potash	10	14. Free Carbonic Acid.....	—
7. (MgoSo ₃) Sulphate of Magnesium	17	Waste.....	7
8. (NaoSo ₃) Sulphate of Soda.....	13		100
9. (NaCl) Chloride of Sodium	14		

To my surprise, I found a trace of Bromine in it. I did not estimate the free Carbonic Acid.

Very respectfully yours,

E. J. GILLETT.

The water is shipped to distant points, for bathing and drinking purposes, at the following rates :

For forty gallon casks filled, each.....\$6 00

For twenty gallon casks filled, each 3 75

Boxes of two dozen quart bottles, each box.....3 50

When casks, bottles or other kinds of packages are furnished, they will be filled with the Magnetic water for ten cents per gallon. All packages will be shipped on the cars without extra charge. All orders will be promptly attended to when accompanied with the cash, and not otherwise.

Address **GEORGE HUNTER,**

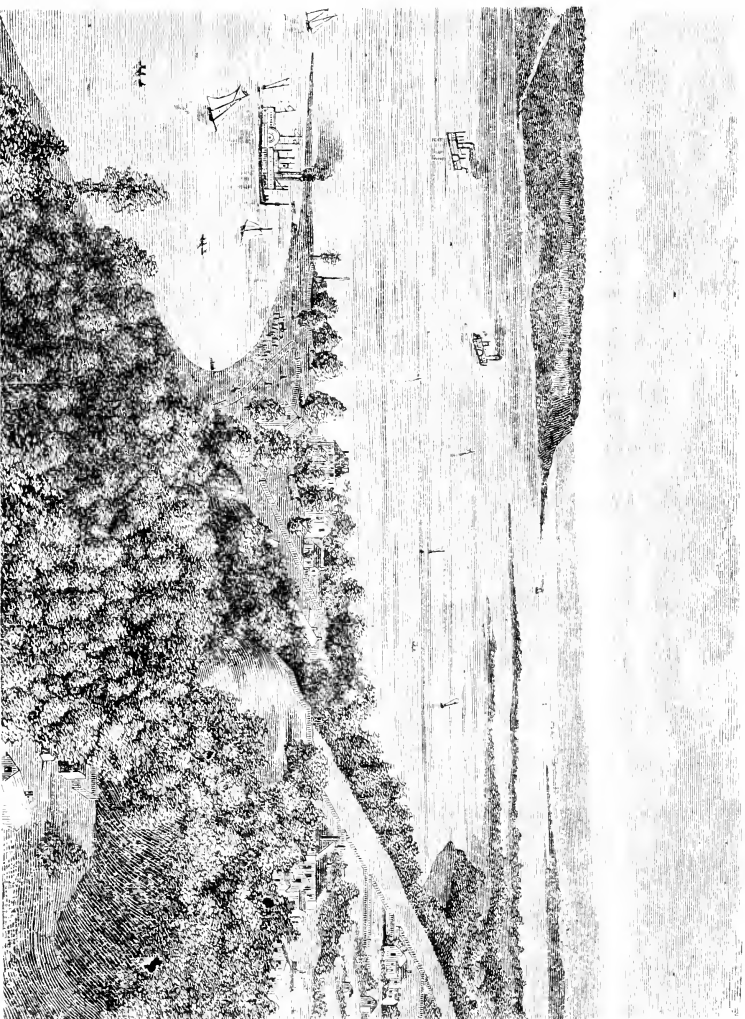
Lock-Box 227, Fond du Lac, Wis.

ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad.

FRONTENAC, ON LAKE PEPIN, MINN.,

Has a national reputation for the beauty of its scenery, its perfection of the Minnesota climate, the varied interest of its drives, and the facilities for boating, bathing, trout fishing, and grouse shooting. Wise forethought, guided by cultivated taste, and inspired with a generous confidence in the greatness of the Mississippi Valley, has planned Frontenac as the **NEWPORT** of the **NORTHWEST** ; the site of the hotels and summer residences of the **FUTURE**. The liberal expenditure of money has been made so in harmony with the wealth of nature's gifts, that it is already one of the most charming summer resorts in the land. The engraving which we give of this exquisitely beautiful spot is but a suggestion of its charms. Two parks extending through the village plat, one on the lake front, and one in front of the second terrace, secure to the choice residence blocks the most lovely views of wide expanses of water, cliffs, wooded gorges, and prairie slopes.

THE LAKESIDE HOTEL occupies a point of about ten acres projecting out into the lake. Here, in picturesque arrangement, are the main buildings, the cottages, the billiard hall, the boat house, the bathing houses, the light house, the croquet ground, the dancing floor, the little park and sea wall on the extreme point, and the stabling. Yachts and row boats of the finest model invite the guest to the pleasures of aquatic sports. A small steamer makes daily trips between the various lake ports. The passing of the commerce of the Northwest through the lake gives constantly new objects of interest to the water view. The numerous steamboats, the great rafts of pine logs or lumber, the tow boats with their wheat-laden barges, the sail boats that ply between the towns, all contribute to prevent monotony. The steamboat landing is on the hotel grounds.



The Lake Side Hotel, Frontenac, on Lake Pepin.

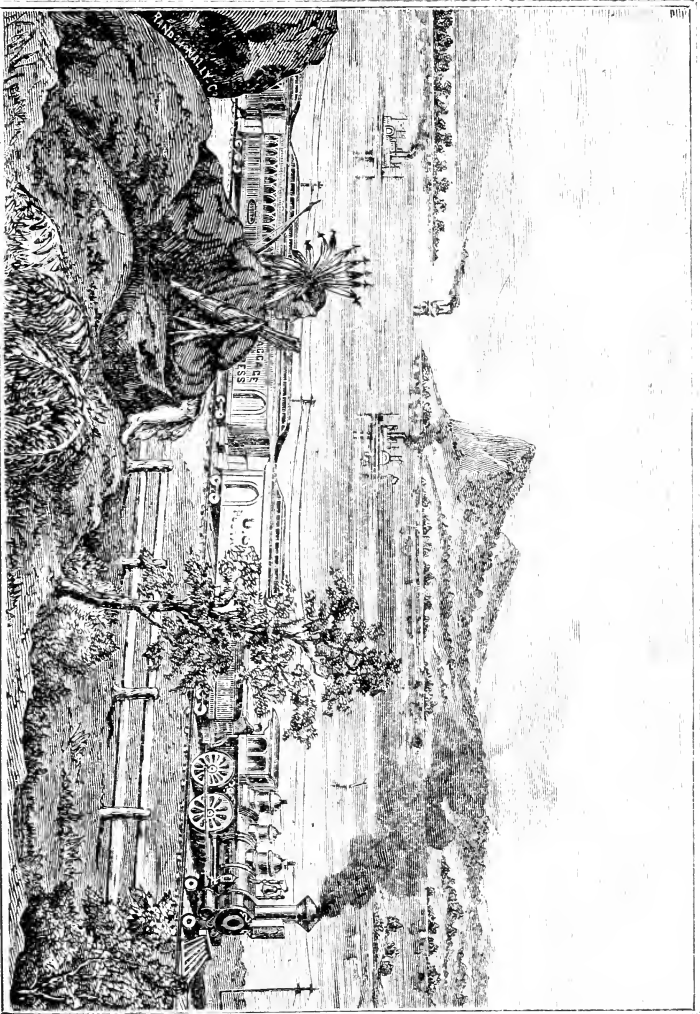
Frontenac is the centre of the finest region in the Northwest for both trout fishing and grouse shooting. It is one of the very few places where these two sports can be had together, and there is no other place where they can be had together in such excellence, and with such ease of access to the sportsman. A row or sail of half an hour from the hotel, across the lake, and a pleasant walk of half a mile, introduces the angler to an inexhaustible and never disappointing supply of trout in Pine creek, and a drive of ten miles further will make him acquainted with the three and four pound trout of Rush river, and with the dark forests, overhanging rocks, and sparkling waters of that finest of all trout streams. The grouse shooting begins at the nearest wheat fields, but for a day's shooting, the upland prairie, some miles away, offers the most attraction, where, with abundance of shooting, the sportsman enjoys the atmosphere and scenery of a mountain top. The stables furnish facilities for the prairie shooting excursions, and for the enjoyment of the charming drives to the fine points of view on the surrounding bluffs, or over the good roads that in every direction offer some new combination of landscape beauty to the lover of nature. The drive to Lake City, along the shore of the lake, affords many interesting views, especially of that bold bluff, always in sight, noted in song and story as

THE MAIDEN'S ROCK.

Every lover, and every one who delights in Indian legend, knows the tale which has lent an interest beyond the charm of scenery to this crag on the shore of Lake Pepin. Sioux tradition tells how the beautiful Winona, refused by her father to her lover, a young Dakota warrior, and promised to an old chief, dressed herself in bridal garments, wreathed wild flowers on her brow, ascended to the dizzy edge of this cliff, called on her lover to meet her in the happy hunting grounds, chanted her death song, and leaped to death rather than be false to her heart's choice, and wed where she could not love.

Another drive that no one should fail to take, is that on the romantic road along the ridge that terminates at Waconia Cliff, from which the delighted spectator gazes upon a panorama of wondrous beauty, in which the lake, the bluffs, the prairie, the fields of grain, the groves, the railway trains, the steamboats, the sails, the rafts, Dakota Park with its mile track, the villages and the towns, unite in composing a picture that the memory will retain with lasting enjoyment.

The climate of Frontenac has all to recommend it that has been so often written of the Minnesota atmosphere. Mosquitoes are but occasional visitors, and bars are provided rather as a precaution than a protection. Hotel rates: transient, \$3.00 per day; for a few weeks, \$2.50 per day; for the season, \$2.00 per day; children and servants, half price. The hotel accommodation is



The Maiden's Rock.

excellent, and the table is as good as that of any first-class hotel in the West. The house with the cottages can entertain comfortably a hundred and fifty guests. The hotel omnibus meets all passenger trains of the Chicago, Milwaukee & St. Paul Railway at Frontenac Station, a mile and a half from Frontenac.

Distance from St. Paul, 51 miles; from Chicago, 358 miles.

ROUTE.—From the South, via Mobile and Ohio Railroad. From St. Louis, via Chicago & Alton Railroad. From Chicago, via Chicago, Milwaukee & St. Paul Railway.

ST. PAUL, MINN.,

Is situated on the Mississippi river, 2,041 miles from its mouth in the Gulf of Mexico, 12 miles below the Falls of St. Anthony, 5 miles below the mouth of the Minnesota river, 409 miles from Chicago, and 689 miles from St. Louis; and 590 feet above the level of the sea. The census of 1870 gives the population as 20,000; it is now probably nearer 30,000. The city is on a bluff rising from 50 to 100 feet above the river, and several miles in extent. It is the greatest commercial centre north of Milwaukee, the capital of Minnesota, the county seat of Ramsey County, and the head of navigation for large steamers. Small ones ascend to the Minnesota ("sky-tinted water"), and navigate that stream 200 miles from its mouth. St. Paul is a station on the Main Line of the Chicago, Milwaukee & St. Paul Railway, and is the terminus of the following roads: West Wisconsin; Lake Superior & Mississippi; St. Paul Branch of the Northern Pacific; St. Paul & Pacific; St. Paul & Sioux City; St. Paul & Chicago; St. Paul, Stillwater & Taylor's Falls; and St. Paul, White Bear & Stillwater. About 100 trains enter and leave the city daily. The river is spanned by two bridges, one of them a railway bridge.

The views from and around St. Paul are very beautiful. Minneapolis, Minneha-ha ("laughing water"), and Fort Snelling, are distant only a pleasant drive. Lake Como, a fine sheet of water and a favorite and most delightful resort, is reached by a drive of three miles. An avenue of 100 feet in width is projected from St. Paul to Lake Como. Carver's Cave, with its romantic lake, broad-arched dome, and clear, cold waters, is a historic spot below the city, near the river bank, at Dayton's Bluff. Here in days gone by the Indians assembled to perform religious rites. Fountain Cave is a very short distance above the city, and near the banks of the Mississippi. It is over one hundred feet in length, and has been hollowed out by a stream which flows through it to the river. The cave terminates in a narrow passage which is reported to have been explored for a quarter of a mile. The drive, which all Tourists should take, is to St. Anthony and Minneapolis, and return via the Falls of Minneha-ha

and Fort Snelling. The distance to Minneapolis and return is about eighteen miles. The drive to St. Anthony is over a good road, on a rolling prairie, for the most part beautifully wooded. Fine views are obtained on the route, of a lovely waterfall, named the "Bridal Veil," of the "Silver Cascade," the Rapids, and the far-famed Falls of St. Anthony.

ST. ANTHONY, MINN.,

Which stands on the east bank of the Mississippi, has been merged in Minneapolis, which formerly occupied the west bank only.

The combined population is about 20,000.

MINNEAPOLIS, MINN.,

Is located on a prairie bounded on the west by wooded bluffs, 100 to 200 feet high, beyond which lie a chain of lakes of great beauty. On the south and southwest lies the teeming valley of the Minnesota. A three mile drive takes the Tourist to Lake Calhoun, Lake Harriet and Cedar Lake. A drive of four miles from Minneapolis, over the prairie, crossing on the way the river Minne-ha-ha, brings us to the Falls of Minne-ha-ha, which Longfellow has celebrated in his poem of *Hiawatha*, and which is in itself and its beautifully wooded surroundings all that has been said and sung of it. It is in fact "laughing water," and whether clothed in the profuse and charming foliage of summer, or whether winter transforms it into all kinds of fanciful shapes, it is always a thing of beauty. The river falls into a beautiful ravine whence it emerges into the Mississippi. Its origin is in the charming lakes, Calhoun, Harriet, Minnetonka, Amelia, and Rice and Mother and Cedar Lakes. Continuing the drive for two miles we reach Fort Snelling, where United States soldiers still keep watch and ward. Almost at the foot of the high bluff on which it stands, the Minnesota unites with the Mississippi. The finest views of both rivers and of the surrounding country are obtained from this point. Descending to the foot of the bluff, we cross the Mississippi on a ferry boat, which, by a very simple device, is propelled by the force of the current. The boat has a movable attachment to a wire rope stretched across stream, and is pointed so as to be propelled in the required direction by the force of the water. A farther drive of over four miles through a wooded country, on the bluffs of the river, brings us back to St. Paul.

Minne-ha-ha and Minneapolis are both connected by rail with St. Paul. Minne-ha-ha is a station on the Chicago, Milwaukee & St. Paul Railway, and Minneapolis is the northern terminus of that road, as well as a station on the Main

Line of the St. Paul & Pacific Railroad, which commences at St. Paul. Hotel rates at St. Paul and Minneapolis are from \$2 to \$3.50 per day.

ROUTE.—From the South to St. Paul and Minneapolis, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad.

DULUTH, MINN.,

Aspires to be the Chicago of the Northwest. It has some of the Chicago symptoms, and bids fair to become a place of considerable importance. Superior City has all the natural advantages, but Duluth has the energy and enterprise which command success. It has a population of 4,000, is situated at the head of Lake Superior, and is the eastern terminus of the Northern Pacific and Lake Superior & Mississippi Railroads. The latter connects it with St. Paul. It has four miles of docks, and a breakwater built out into the lake forms an outer harbor. The water route from Duluth to the East is the same distance as from Chicago.

It has some fine business blocks, beautiful churches, good hotels, and handsome private residences.

A fine view of the city, and a magnificent one of Lake Superior, can be had from the hill back of the Presbyterian Church.

Minnesota Point stretches seven miles across the bay toward Superior City, Wis., where was the natural entrance to the harbor; but Superior City, with its natural advantages and past promise, has been outgeneraled by the enterprise of Duluth and its powerful railroad friends, who have cut a channel through Minnesota Point, giving an entrance to the harbor at Duluth.

ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad.

MADISON, WIS.

Amongst places which hold the foremost rank for charm of scenery must be named the "Four Lake Country,"—the region wherein like a young queen of beauty, sits Madison, the capital of Wisconsin. "As beautiful as Madison," has been a household word amongst Tourists in the Northwest, who have seen in merry May, or leafy June, or later still, its swelling, wood-crowned hills, its wide sweeps of crystal water, its beautiful gardens and its broad avenues. Famous for the beauty of its site, the charms of its exquisite surroundings, and the elegance of its homes, it is equally famous for its almost perfect salubrity. It is located upon a grand billow of an isthmus, little less than a mile in width, between two sheets of water, Lake Mendota, and Lake Monona, the one containing some fifteen square miles and the other about fifty miles; with park-like

surroundings, undulating away in the distance, clusters of groves, sweeps of lawn, and glimpses of water. Its bright lakes, fresh groves and rippling rivulets, its sloping hills, shady vales, and flowery meadow lawns, are commingled in great profusion and disposed in picturesque order. The beauty of the city site is universally admitted. Horace Greeley wrote: "Madison has the most magnificent site of any inland town I ever saw; on a graceful swell of land rising gently from the west bank of one of a chain of four lakes and having another northwest of it." The famous traveler and writer, Bayard Taylor, says: "For natural beauty of situation, Madison surpasses any western town I have seen." "I feel convinced," says one writer, "that this place was once called Eden; but in the language of mortals it is now called Madison. I have been looking about to find Eve's bower, but there are so many places that seem to answer the description, that I am unable to decide between the rival claimants. Madison is situated on rising ground between two little lakes, as lovely as a fairy dream. Indeed I consider fairy land a very prosaic sort of place in comparison with this."*

The fishing and shooting are capital. The most delicious varieties of the finny tribe are to be found in the crystal lakes. Excellent bathing facilities exist. Sail and row boats and yachts can be hired, and small pleasure steamers ply on all the lakes. Madison has fine streets, elegant residences and public buildings, the most prominent of the latter being the Capitol, the State University and the U. S. Court House and Post Office. It is the county seat of Dane Co., the southern terminus of the Madison & Portage division of the Chicago, Milwaukee & St. Paul Railway, and is a station on the Prairie du Chien Division of that road, and on the Madison division of the Chicago & North-Western Railway. The population is 12,000. Distance from Chicago, 75 miles.

For accommodations apply to P. B. Parsons & Co., Vilas House, Madison, Wis., who are also proprietors of the Minnewaukau House, Devil's Lake, and to whom application for quarters at that romantic resort can be addressed either to Madison or Devil's Lake.

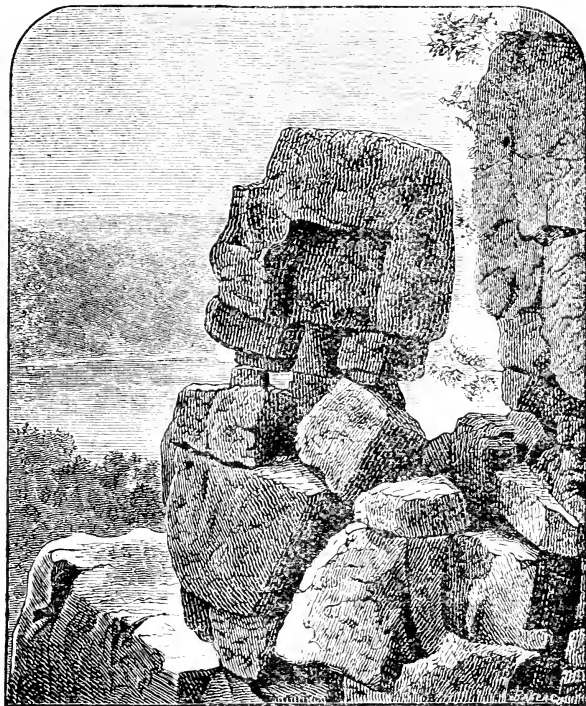
ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad. From Chicago, via Chicago & North-Western or Chicago, Milwaukee & St. Paul Railways.

* Prof. Noble Butler, in the *Knickerbocker Magazine*.

DEVIL'S LAKE, WIS.,**Railroad Crossing—Devil's Lake.**

A station on the Chicago & North-Western Railway, 34 miles from Madison, 109 miles from Chicago, and within three miles of the flourishing village of Baraboo, famed in Indian legends. The railway track winds around one side of the lake and close to the water's edge. The lake is one of the most wonderful and romantic spots in existence, and nothing to compare with it can be seen east of the Rocky mountains. It has an abiding attraction for Tourists, who return to it again and again to admire and enjoy it, to wonder at it and to puzzle over it. Here, ages ago, some terrible internal convulsion rent the earth's

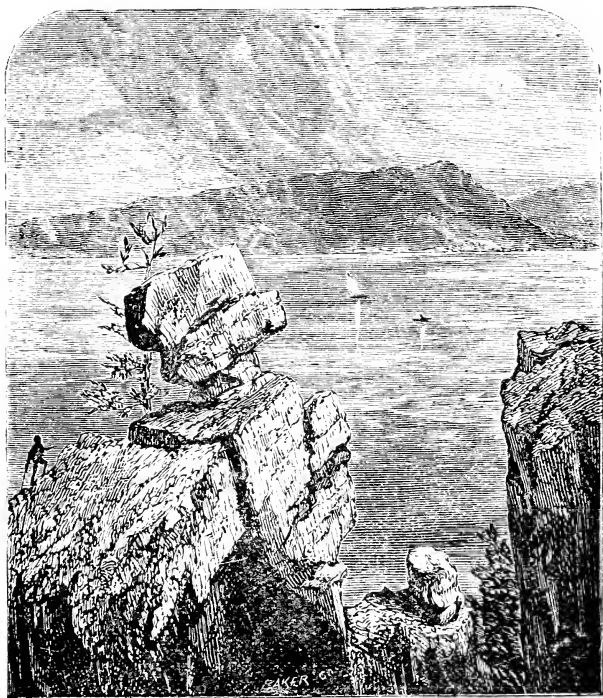
surface and piled various strata of rock, of immense size, from 300 to 600 feet high, and disposed it in every conceivable fantastic form. Within the basin thus made lies nestled a beautiful, placid lake of clear, pure water, which reflects on its mirror-like surface the rugged and awe-inspiring barriers which environ it.



Devil's Footstool at Devil's Lake, Wis.

The lake is a mile and a quarter long, three-quarters of a mile wide, and has an average depth of 150 feet. It has no visible inlet or outlet. It abounds in fish. A steam yacht plies on it. This marvelous place has attracted the attention of geologists and scientific men for many years, and various theories exist regarding its formation, but not one which has met with general acceptance, or which

appears to satisfactorily explain it. Increasing numbers of Tourists include it in their round now that it has become so easily accessible by rail.



Pyramid Rock—Devil's Lake.

A new hotel, named the Minnewaukau House, has been built in the Swiss mountain style, and is opened as a first-class resort. P. B. Parsons & Co., proprietors, are also proprietors of the Vilas House, Madison, Wisconsin; and parties desiring to visit Madison or Devil's Lake, for a long or short stay, can address these gentlemen at either place. Their terms are reasonable.

ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad. From Chicago, via Chicago & North-Western Railway.

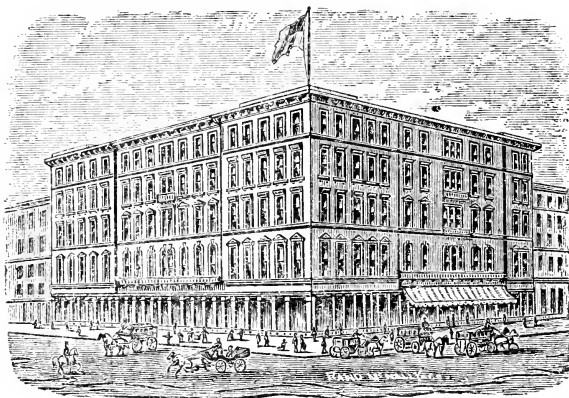
GREEN BAY, WIS.,

Opposite Fort Howard, which is a Station on the Chicago & North-Western Railway, 242 miles from Chicago. Green Bay is on the east bank of Fox river, one mile from where it empties into the bay from which the town of Green Bay takes its name. A fine bridge connects Fort Howard with Green Bay. The bay and river afford a perfectly secure harbor, and make this the principal shipping point for Northern Wisconsin. The dense forests of pine in the surrounding country supply large quantities of timber for export. The population is 8,000. The climate is mild and exhilarating in summer. The cool nights cause mosquitoes to give the place a wide berth. There is excellent fishing in the bay and river, and every facility for boating. At this point the river is a quarter of a mile broad. The bay is dotted with little islands covered with forests, and admirably adapted for picnic and pleasure parties. The adjacent woods are filled with partridge, woodcock, pigeon and deer in their season, while the bay and river abound in the water-fowl peculiar to this northern latitude. Neighboring streams are stocked with speckled trout, and the tributaries of the bay furnish excellent bass fishing. The place is the most notable in the State for the gayety of its people and select parties. The opera house, or one of the other halls, is generally occupied by one of the Chicago theatre companies. Small steamers, yachts and boats, of all kinds, are to be had for trips on the river and bay. The place is a favorite summer resort for parties from Chicago, St. Louis, the South and East. The best house is the **FIRST NATIONAL HOTEL**. It is the largest, most elegant, and best located hotel in the city, with accommodations for 150 guests. It has been entirely refitted at great expense, and is now under new management. Livery, sail boats, and guides to trout streams and surrounding attractions, can always be had on application at the hotel office. The new proprietors are experienced hotel men and genial gentlemen, who take pleasure in giving every attention to their guests and in striving to make their stay here comfortable and pleasant. The hotel is specially fitted up for summer visitors, and is conducted with a view to their entertainment, and securing their patronage every season. Satisfaction is guaranteed. Terms reasonable. The usual deduction made for children and servants. Rooms can be engaged by the day, week or month, on application to Gregory & Dowe, proprietors, the First National Hotel, Green Bay, Wisconsin.

ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad.

TORONTO.

The capital of the province of Ontario, Canada ; the terminus of the Toronto Branch of the Great Western Railway ; the terminus of the Toronto, Grey & Bruce, Toronto & Nipissing, and Northern of Canada Railroads ; and a station on the main line of the Grand Trunk Railway. Population, 56,092. Here are located the Parliament buildings, Lieutenant Governor's residence, Osgood Hall, the law courts of the province, the University, Normal School, Insane Asylum, and other public buildings. It is one of the most important shipping points on Lake Ontario, and has a safe and commodious harbor. The city rises gently from the water's edge of the beautiful circular bay. It is a favorite stopping place for pleasure parties, and from which they can make excursions to Niagara Falls, which are within easy reach, or to points on Lake Ontario and the river St. Lawrence. The best hotel is the

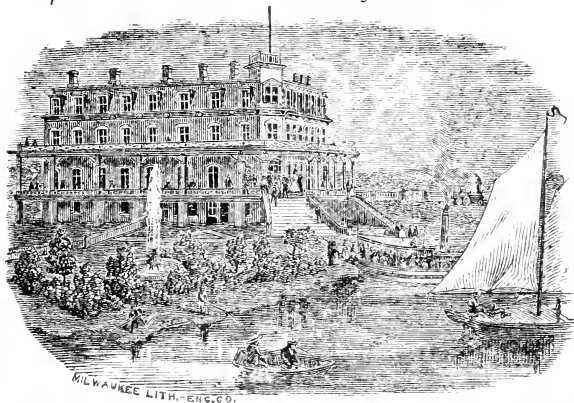


ROSSIN. HOUSE,

The first hotel in Canada. This house is built in modern style, is finished and furnished with every regard to comfort and luxury. All the rooms have high ceilings ; are large and well ventilated, and arranged for families and parties. One of the coolest summer houses in Canada. Has hot and cold water, with baths, etc., on each floor. Is heated by steam in winter ; has accommodations for five hundred guests. Charges, \$3 per day ; children and servants, half price. Deduction for families by the month or season. G. P. Shears, proprietor.

ROUTE.—From the South, via Mobile & Ohio Railroad. From St. Louis, via Chicago & Alton Railroad.

The Popular Summer Resort of the Northwest!!



SPRING LAKE HOUSE AND MAGNETIC MINERAL SPRING CO. SPRING LAKE, OTTAWA CO., MICH.

H. SAVIDGE, President; C. P. BROWN, M.D., General Superintendent and Consulting Physician; JOHN T. CHENEY, Hotel Proprietor.

This charming summer resort, one of the most delightful in the Northwest, is situated two miles from Grand Haven, from whence as well as from Chicago, it is easy of access, either by rail or water. The Tourist has every attraction and amusement afforded—pure air, fine scenery, fishing, rowing, sailing, steamboating, hunting, etc., etc.

The hotel, with the Cottages recently completed, has first-class accommodations for one hundred and fifty guests, and has in connection with it a splendid Bath House, elegantly furnished and complete in every department. The Medical Department is under the management of the resident physician, Dr. C. P. BROWN. *Consultation free to guests.* Reasonable discount for families and servants, when rooms are taken for a few weeks or for the season.

Arrangements for rooms, etc., can be made in advance, by addressing JOHN T. CHENEY, Proprietor, Spring Lake House, Spring Lake, Ottawa Co., Mich.

Analysis of the Spring Lake Magnetic Mineral Spring.

Temperature, 52° F. Specific Gravity, 1.00640.

Grains per Gall.		Grains per Gall.		
Bicarb. Chlorid.	Potassium,	4.2880	Bromide Magnesium,	2.1700
	Sodium,	405.5330	Sulphate of Soda,	46.7000
	Calcium,	113.4200	Silica,	0.5030
	Magnesium,	36.2000	Alumina,	Traces
	Soda,	0.0537	Ammonia,	0.0158
	Lime,	0.1808	Organic Matter,	18.2902
	Ferri,	6.0090	Lithia,	Traces
	Magnesium,	0.0640	Total Fixed Residue,	628.3719
	Manganese,	0.0547		

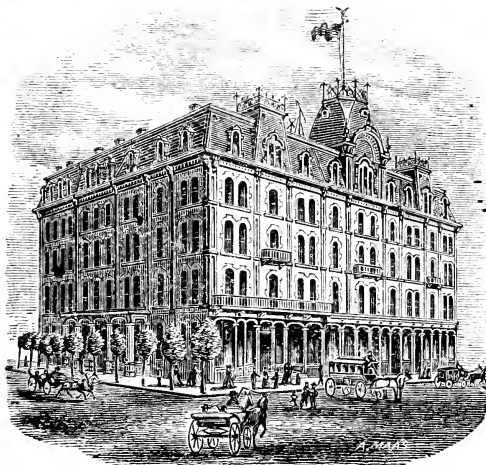
C. GILBERT WHEELER, Prof. Chemistry, University, Chicago.

Orders for water will receive prompt attention, and will be furnished as follows: 1 case, 2 doz. quart bottles, \$5.00; ½ case, 1 doz. quart bottles, \$2.50; 1 barrel, 42 gallons, \$5.00.

Agencies for the sale of water, on draught or in quantity in all the principal cities.

ROUTE.—From the South, via. Mobile and Ohio Railroad; from St. Louis, via Chicago & Alton R. R., and from Chicago, via Goodrich Line of Steamers, or Rail.

THE SARATOGA



CUTLER HOUSE,

GRAND HAVEN, MICH.

W. G. SHERMAN, Proprietor.

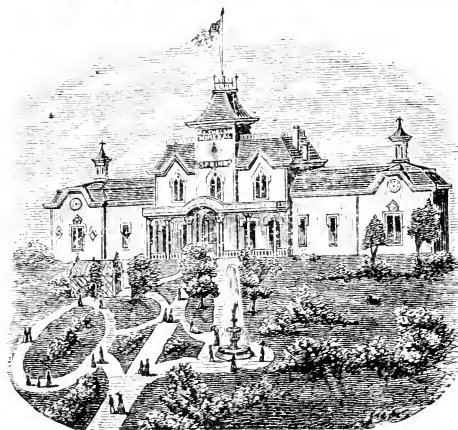
B. H. HANAFOD, Cashier.

THE City of Grand Haven is located at the mouth of Grand River, which forms the best natural harbor on Lake Michigan. The Detroit and Milwaukee, and The Michigan Lake Shore Rail Roads terminate here, and Steamboats from Chicago, Milwaukee, Muskegon and Manistee arrive and depart daily. This is the Central City of the Michigan Fruit Region, and as a summer resort for pleasure seekers, with its Boating, Fishing and Surf Bathing, and for Invalids, with the ever cool and bracing Lake Breezes, and the celebrated Mineral Waters, give the City prominence over all others, as a resort for pleasure, or for invalids.

The CUTLER HOUSE, erected at a cost of \$200,000, was completed and opened in July 1872. Its furniture, adornments and modern improvements are equaled by few hotels, and surpassed by none in the Northwest. Connected with the House is an elegant Hall, for dances and public entertainments; also, added the present season, a passenger elevator, being the only hotel at any Western Watering place with this modern improvement.

ROUTE.—From the South, via Mobile & Ohio Railroad; from St. Louis, via Chicago & Alton Railroad, and from Chicago, via Goodrich's Line of Steamers, or Rail.

OF THE WEST.



W. C. SHELDON'S

MAGNETIC MINERAL SPRINGS & BATHING ESTABLISHMENT

Opposite the Cutler House,

GRAND HAVEN, MICH.

Analysis of W. C. Sheldon's Magnetic Mineral Spring.

Temperature, 50° F. Specific Gravity, 1.0057.

Bicarb.	Soda	3.0072	Manganese	Trace
	Potassa	3.6162	Boracic Acid	Trace
	Lime	2.8861	Flouride of Calcium0504
	Magnesia	2.5662	Bromide Magnesium1820
	Iron1052	Iodide "0483
Sulphat.	Sulphate of Soda	71.2899	Alumina3927
	Potassium	1.9320	Silicic Acid	1.0577
	Sodium	306.0372	Nitric "	Trace
	Calcium	148.0570	Ammonia	Trace
	Magnesium	71.5281		

612,7562

I consider this a most valuable Mineral Water, one of the strongest in the Northwest, in fact I know of no other in this country having an equal number of rare and valuable medicinal constituents.

C. GILBERT WHEELER.

Chicago, May 15, 1873.

Professor of Chemistry, Chicago University.

See what SAMUEL P. DUFFIELD, of Detroit—authority for Michigan—says: This is a very strong Mineral Water, and belongs to that class of purging salines enumerated in my report to the State Medical Society at Kalamazoo. This is suitable for all those Chronic Engorgements of the Liver, and Chronic Rheumatism, which have passed from the acute to the sub-acute stage, over into a regular form of habit of the body. I find this the strongest sample I have thus far analyzed in the State of Michigan.

Detroit, March 18, 1872.

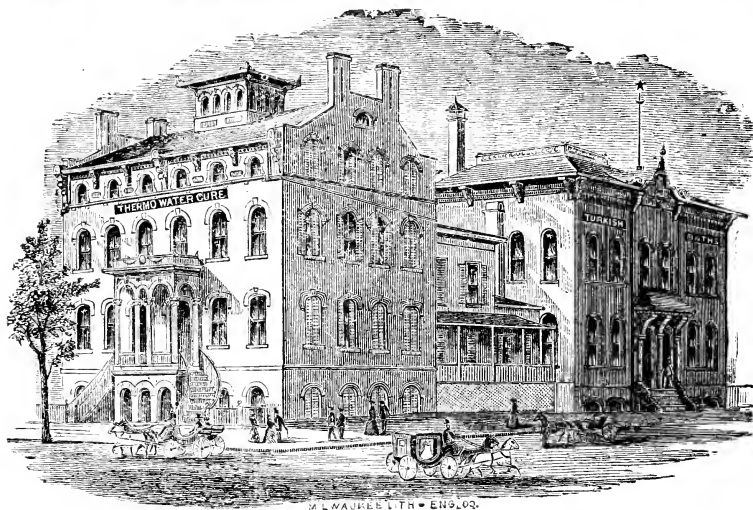
SAMUEL P. DUFFIELD, State Chemist.

You have, probably, the best Analysis ever made in America.

C. GILBERT WHEELER, Professor of Chemistry, Chicago University.

ROUTE.—From the South, via Mobile & Ohio Railroad; from St. Louis, via Chicago & Alton R. R., and from Chicago, via Goodrich Line of Steamers, or Rail.

MILWAUKEE THERMO THERAPEA.



Is now completed according to the original plan, by the addition of a new building forty by fifty feet, three stories high, furnishing two of the MOST ELEGANT

TURKISH BATHS

In the country—one exclusively for Ladies and one for Gentlemen, with room for PRIVATE BATHS AND WATER-CURE APPLIANCES, and a large hall for

THE SWEDISH MOVEMENT CURE.

We have also recently added an

ELEGANT ELECTRO-THERMAL BATH.

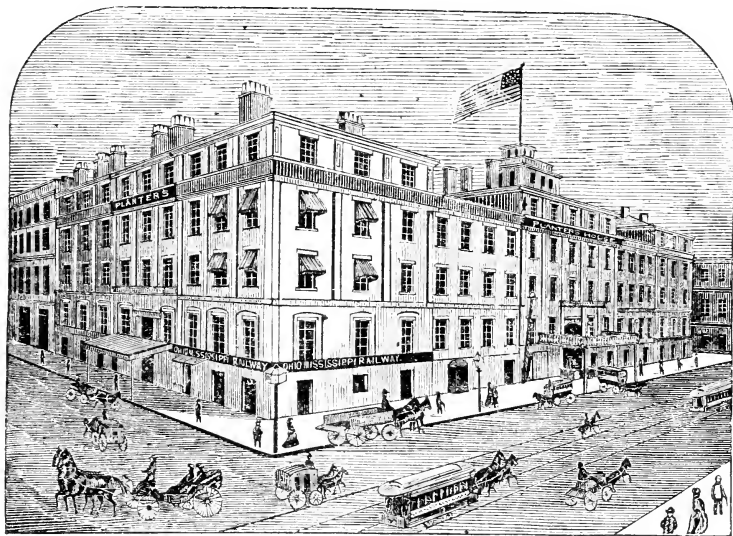
This institution has, within the last six years, treated with wonderful success, over five thousand patients, representing nearly all classes of diseases, CHRONIC and ACUTE. A large portion of them were of long standing, in which other means had failed, such as Rheumatism, Gout, Dyspepsia, Scrofula, Local and General Dropsy, St. Vitus' Dance, Asthma, Bronchitis, Chlorosis, and all Female Weakness, Contracted Limbs, Constitutional Syphilis, Bright's Disease of the Kidneys, and Diabetes; Diseases of the Lungs and Air Passages, the Liver, the Womb, the Heart, the Head, and the Skin.

Being situated on the shore of Lake Michigan, in the most healthy city of the Union, the institution offers advantages to tourists as a temporary residence, independent of the superior curative advantages it possesses.

M. P. HANSON, M.D., } Proprietors.
GEO. J. ROGERS. }

Send for Circulars.

PLANTERS' HOUSE,



Fourth Street, St. Louis, Missouri.

This well-known House, fronting three hundred feet on Fourth Street, and covering the block bounded by Pine and Chestnut Streets, offers superior inducements to travelers and boarders.

The Chestnut Street front opens toward the Court House, with its fine lawns and magnificent dome, affording not only a fine view of the square, but allowing excellent ventilation for the Hotel. The northern front overlooks Pine and Fourth Streets, and the numberless cars, vehicles and pedestrians that render it so lively and attractive.

Tickets for all parts of the United States and Eastern Continent are kept on sale in the different Ticket offices on the first floor on Fourth Street, from which offices the 'buses start for all the different trains.

SPARR & KELSEY, Proprietors.

JNO. H. SPARR, formerly of Lindell Hotel, St. Louis, Mo.
WM. KELSEY, formerly of American Hotel, Columbus, Ohio.

An Excursion or Pleasure Trip to the North or East

IS NOT COMPLETE WITHOUT VISITING

NIAGARA FALLS.

From **CHICAGO** the
MICHIGAN CENTRAL

— AND —

Great Western Railways,

Form the only line to reach any point East, via **NIAGARA FALLS.**

4 PASSENGER TRAINS LEAVE CHICAGO DAILY,

(SUNDAYS EXCEPTED) FOR

Detroit, Toronto, Buffalo, Niagara Falls, New York, Boston,

AND OTHER POINTS EAST.

PULLMAN CARS ARE RUN THROUGH FROM

CHICAGO TO NEW YORK CITY,

Via both New York Central and Erie Railways.

It is needless to add that the equipments of this line are complete in all respects, and for

SPEED, COMFORT AND SAFETY.

We point with pride to its past record.

Through Tickets via this line are sold at all important points in the South and West.

SEE THAT THEY READ VIA

MICHIGAN CENTRAL AND GREAT WESTERN.

H. E. SARGENT,

Gen'l Superintendent M. C. R. R.

W. K. MUIR,

Gen'l Sup't Gt. Western R'y

HENRY C. WENTWORTH,

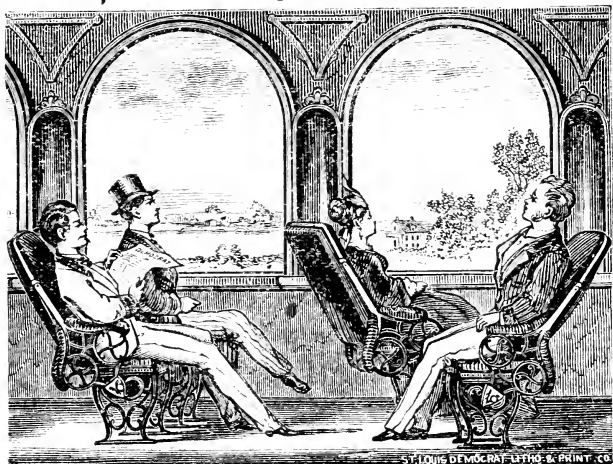
General Western Passenger Agent,

67 CLARK STREET, CHICAGO.

CHICAGO, KANSAS CITY AND DENVER SHORT LINE

Over **CHICAGO & ALTON**, and
St. Louis, Kansas City & Northern Short Line,

TO AND FROM
 Kansas, Nebraska, Colorado, New Mexico,



Texas, Wyoming, Montana, Idaho, Utah,
 Nevada and California.

Buck's Celebrated Reclining Chair Coaches, on the St. Louis, Kansas City and Northern Short Line.

CHOICE OF ROUTE.

Passengers by this Line have choice of Route, either via Chicago, Bloomington, Jacksonville and Louisiana, Mo., direct, or through St. Louis, or from St. Louis direct, to and from

ALL POINTS IN THE WEST.

Pullman Latest Improved Drawing Room Sleeping Palaces

With sumptuous new upholstery and brand-new bedding, are run on all night trains either from Chicago or St. Louis, to the Far West without change, as the great Rivers over which this line passes are all bridged.

This line runs **FOUR FAST EXPRESS TRAINS** between Chicago or St. Louis, and Kansas City, St. Joseph, Omaha and Ottumwa, equipped with new Reclining Chair Cars, elegantly carpeted, with commodious dressing rooms, furnished with every desirable toilet convenience for ladies, gentlemen, and families traveling with children, **FREE OF CHARGE**. This deserves the special notice and commendation of the traveling public. When going to and from the East and Kansas City, Denver, Santa Fe, Leavenworth, Atchison, St. Joseph, Nebraska City, Lincoln, Omaha, California, Ottumwa, St. Paul, and Iowa or Minnesota points, Denison and Texas points, take **THIS, THE BEST LINE**.

TICKETS for sale at all ticket offices of connecting lines, and at **113 North Fourth Street**, and at **BIDDLE STREET DEPOT**, St. Louis.

W. C. VAN HORNE, Gen'l Sup't. **P. B. GROAT**, Gen'l Ticket Agt., St. Louis, Mo.

ST. PAUL AND MINNEAPOLIS LINE!

THE MILWAUKEE ROUTE.

Chicago, Milwaukee & St. Paul R'y

CHICAGO TO MILWAUKEE

WATERTOWN, SPARTA, LA CROSSE, WINONA, WABASHA,
 READ'S LANDING, LAKE CITY, RED WING, HASTINGS,
 ST. PAUL AND MINNEAPOLIS,

WITHOUT CHANGE OF CARS.

Pra. du Chien, Iowa and Minnesota Line

Chicago & Milwaukee

Madison, Prairie du Chien,
 McGregor, Charles City, Mason City,
 Algona, Austin, Ramsey,
 Owatonna, Faribault, Saint Paul,
 and Minneapolis.

CHICAGO TO MILWAUKEE,


Minnesota Junction, Burnett,
 Ripon, Berlin, Oshkosh, Beaver Dam,
 Fox Lake and Portage.

THE JUSTLY CELEBRATED SLEEPING AND DAY CARS
 — OF THE —

CHICAGO, MILWAUKEE & ST. PAUL R'Y,

RUN THROUGH BETWEEN

CHICAGO, MILWAUKEE, ST. PAUL AND MINNEAPOLIS
 WITHOUT CHANGE.

 This is the only Through Line to Minneapolis, and the only
 Through Line to St. Paul via Milwaukee,

DON'T FORGET!

Trains Leave Chicago from Union Depot, Corner Canal
and Madison Streets.

The Chicago, Milwaukee and St. Paul R'y

- IS THE -

SHORTEST AND BEST ROUTE FROM

Chicago to St. Paul,

Passing through More Business Centers and Pleasure Re-
sorts, and Traversing a Finer Country than
any other Northwestern Line.

IT IS THE ONLY RAILWAY LINE THROUGH THE VALLEY OF THE UPPER MISSISSIPPI RIVER,
The Scenery of which equals in variety and grandeur that
of the "HISTORIC HUDSON," and
is no less famous.

The following are among the Pleasure Resorts reached only by this Route:

Waukesha, **Pewaukee Lake,**
Lakeside and Hartland,
Nashotah Lakes and Seminary,
Delafield, Nemahbin Spring,
Oconomowoc, Kilbourn City,
And "Dells of the Wisconsin,"
Frontenac, on Lake Pepin,

Opposite, and in full View of the Celebrated

"MAIDEN ROCK,"

Minnehaha Falls and Fort Snelling,

- AND THE -

BEST ROUTE TO GREEN LAKE

We have an A 1, Steel Rail Track, completely ballasted with the best material
and **ENTIRELY FREE FROM DUST.** The very best Equipment, PALACE DAY
COACHES, and LUXURIOUS SLEEPING CARS, and the Trains furnished with the best known
appliances for *Safety and Comfort.*

The SLEEPING CARS are owned and controlled by the Railway Company, and are
managed with reference to promoting the comfort and convenience of the patrons of this
Road.

S. S. MERRILL,

General Manager.

JNO. C. GAULT,

Ass't General Manager.

A. V. H. CARPENTER,

Gen'l Pass'r and Ticket Agent.

CHICAGO & NORTH-WESTERN R'Y

SUMMER TOURISTS,

You should bear in mind that the CHICAGO & NORTH-WESTERN RAILROAD is the direct route to Madison, Wis., and all the pleasant North-western summer resorts.

DUBUQUE, LA CROSSE, PRAIRIE DU CHIEN,
 WINONA, ST. PAUL, DULUTH,
 MARQUETTE, L'ANSE, ISHPeming,
 NEGAUNEE, ESCANABA, GREEN BAY,
 MENASHA, STEVENS POINT, SHEBOYGAN,
 OSHKOSH, WATERTOWN, FOND DU LAC,
 MADISON, MILWAUKEE, WAUKESHA,
 PEWAUKEE, ELKHART LAKE, RIPON,
 GREEN LAKE, PALMYRA, MINNEAPOLIS,
 DEVIL'S LAKE, WABASHA,

And many others, are all on the line of this Great Road, or are reached by this route without delay.

This line reaches ALL the pleasant summer resorts of the Northwest. Send to the undersigned for a Guide Book. It will be sent FREE of cost.

If you cannot in your Southern homes buy your tickets through to your Summer resting place and return *via* this route, you should buy TO Chicago, where you can get through tickets at the Ticket Offices on the corner of Randolph and LaSalle Streets, at 75 Canal Street, at 62 Clark Street, under the Sherman House, and at the Depot on the corner of West Kinzie and Canal Streets.

THIS IS THE ROUTE FOR
 Manitowoc, Clinton, Janesville, Milton Junction, Minnesota Junction,
 Burnett, Appleton, Green Bay, Negaunee, Ishpeming, Mar-
 quette, L'Anse, and the Shores of Lake Superior.

It is the only Route Direct to the Copper and Iron Mines of
NORTHERN MICHIGAN.

PULLMAN PALACE CARS RUN THROUGH.
THIS IS THE OLD AND POPULAR ROUTE TO MILWAUKEE

MARVIN HUCHITT,
 General Superintendent.

W. H. STENNETT,
 General Passenger Agent.

CHICAGO AND NORTH-WESTERN R'Y

THE ROUTE DIRECT

From CHICAGO to OMAHA,	From CHICAGO to MILWAUKEE,
From CHICAGO to SHEBOYGAN,	From CHICAGO to ST. PAUL,
From CHICAGO to MADISON,	From CHICAGO to GREEN BAY,
From CHICAGO to MARQUETTE,	From CHICAGO to SIOUX CITY,
From CHICAGO to YANKTON, DAK.,	From CHICAGO to GENEVA LAKE,
From CHICAGO to FREEPORT,	From CHICAGO to DUBUQUE,

IS VIA THE

Chicago & North-Western Railway

IN GOING NORTH, NORTH-WEST OR WEST,

You cannot go amiss if you buy your Tickets

VIA THIS ROUTE.

On the arrival of the Trains from the East or South, the trains of the Chicago & North-Western Railway leave Chicago as follows:

For COUNCIL BLUFFS, OMAHA AND CALIFORNIA,

Two through trains daily.

For ST. PAUL AND MINNEAPOLIS,

Two through trains daily.

For GREEN BAY AND LAKE SUPERIOR,

Two through trains daily.

For MILWAUKEE,

Four through trains daily.

For WINONA AND POINTS IN MINNESOTA,

Two through trains daily.

For DUBUQUE VIA FREEPORT,

Two through trains daily.

For DUBUQUE AND LA CROSSE VIA CLINTON,

Two through trains daily each way.

For SIOUX CITY AND YANKTON,



Two through trains daily.

For GENEVA LAKE,

Two through trains daily.

For ROCKFORD, KENOSHA, STERLING, JANESVILLE,

And other local points, you can have from two to ten express trains daily.

 Passenger Fares by this route are always as low as they are by any other. 

MARVIN HUCHITT,

General Superintendent.

W. H. STENNETT,

General Passenger Agent.

WISCONSIN CENTRAL RAILROAD,

Operated by PHILLIPS & COLBY CONSTRUCTION COMPANY.

THE SHORTEST AND MOST DIRECT ROUTE
 FROM **CHICAGO AND MILWAUKEE** TO
Green Bay and Points on Lake Superior.

The only continuous Line from MILWAUKEE to
MENASHA AND STEVENS POINT
 — AND —
THE IMMENSE LUMBER REGION OF WISCONSIN.

This Line has now in operation 320 miles of the *best built road in the Northwest*, and before the close of the year the gap between Penokee and Worcester will probably be closed, and through trains running between

MILWAUKEE AND ASHLAND, LAKE SUPERIOR.

The Company has a grant of 800,000 acres of *valuable land* covered with pine and hard wood timber which is now offered for sale, affording great opportunities to *active business men* in lumbering and manufactures. The soil is heavy clay loam, and is admirably adapted for all farming purposes. The pine timber cut on this Line is pronounced to be the *best in Wisconsin*.

The *Penokee Iron Mines* on this Railroad, 30 miles south from Lake Superior, will furnish an inexhaustible supply of rich magnetic ore.

Pleasure Seekers have their choice of a great number of summer resorts. Among the most prominent of these are *Elkhart Lake, Wis.*, (local,) 60 miles from Milwaukee, a locality of delightful surroundings, *Green Lake, Green Bay, Lake Superior points, Menasha, etc.*

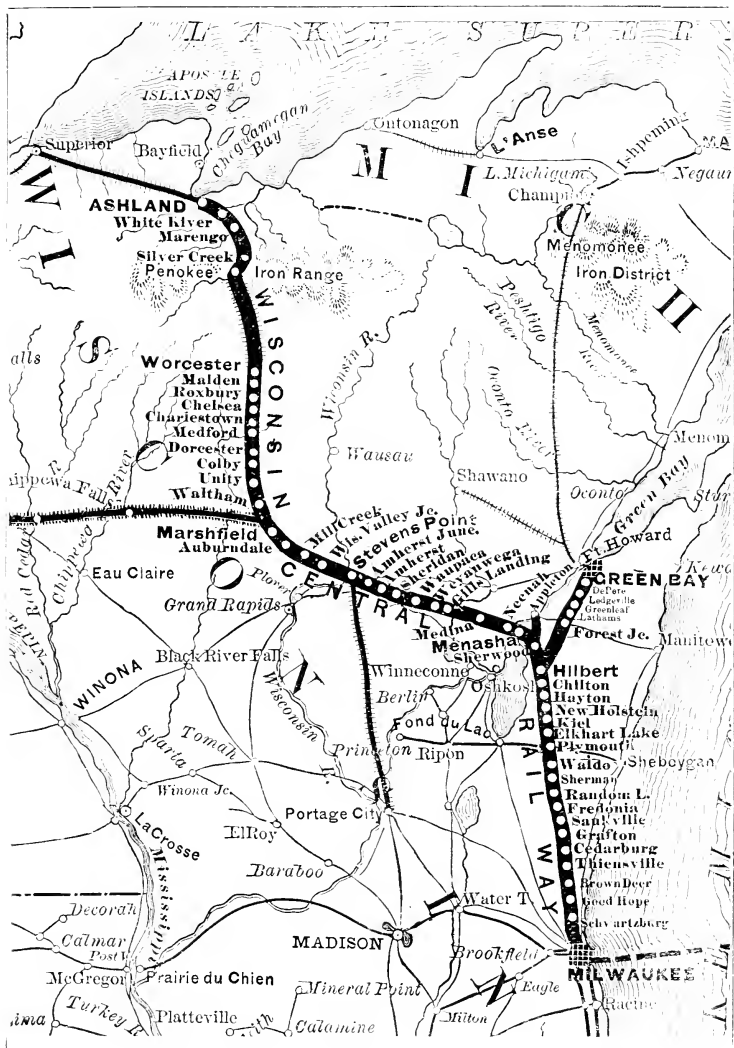
SLEEPING CARS ON NIGHT TRAINS.

Ask for and BE SURE that your Tickets read WISCONSIN CENTRAL RAILROAD, the best appointed and most popular Road in the Northwest.

E. B. PHILLIPS,
 General Manager.

HENRY PRATT,
 General Ticket Agent,
 MILWAUKEE, WIS.

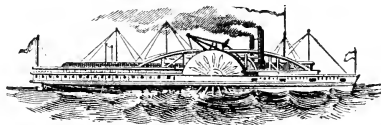
C. HARRIS,
 Gen'l Superintendent.



GOODRICH TRANSPORTATION CO.

Side-Wheel Steamboat Lines.

PASSENGER STEAMERS leave CHICAGO alternately for



Racine, Milwaukee, Sheboygan and Manitowoc.

THE ELEGANT SIDE-WHEEL STEAMBOATS,

CHICAGO AND SHEBOYGAN,

Every Morning, Sundays excepted, at 9 o'clock.

SATURDAY'S BOAT DON'T LEAVE UNTIL 9 O'CLOCK P. M.

Connects at RACINE with W. U. R. R., and at MILWAUKEE with all Railroads for the West and North, and with Steamer ALPENA, Monday and Thursday Evenings for Kewaunee, Ahnapee, Washington Harbor, and

ESCANABA,

And by Railroad from Escanaba to Lake Superior Towns, and also connects at Milwaukee, with Steamer DE PERE, Tuesday and Thursday Evenings, for

LUDINGTON AND MANISTEE

The De Pere also leaves Milwaukee every Saturday evening for LUDINGTON, MANISTEE and FRANKFORT.

The Green Bay Line of Boats leave Tuesday and Friday Evenings at 7 o'clock, touching at Intermediate Ports.

Traveling by the Boats, Board Included, Cheaper than Staying at Home!
Fare to Milwaukee, Meals included, only \$2.00, being \$1.00 less than by Rail. R. R. Tickets good on the Boats.

For Grand Haven, Muskegon, Pentwater, Big Rapids, Traverse City, Holland, Allegan, Grand Rapids, Fruitport, Spring Lake, Saginaw, Detroit, etc., every evening, Sundays excepted, at 7 o'clock. Excursionists from Chicago, on Saturday Evening's Boat, will be landed at "Magnetic Springs," and can arrive back in Chicago early Monday Morning. Fare to Grand Haven, only \$2.50; Muskegon, \$3.00; Grand Rapids, \$3.50: Stateroom included.

For St. Joseph, the new and elegant Side-Wheel Steamer, "CORONA," every morning, Sundays excepted, at 10 o'clock. Saturday's Boat will not leave until 11 p. m.

For Green Bay, Menominee, and Intermediate Ports, every Tuesday and Friday evening, at 7 o'clock.

All Steamers Leave from Goodrich's Steamboat Dock, foot of Michigan Avenue.
T. C. BUTLIN, Superintendent.

DUNBAR'S WONDERFUL DISCOVERY.


THE BETHESDA MINERAL WATER,

— OF —

WAUKESHA, WIS.

We make the following extract from the Times, of June 25, 1873, published at Oconomowoc, Wisconsin. In speaking of Bethesda water, it says:—

“In looking at the effects we naturally investigate the cause, and inquire, ‘From whence comes this sudden impetus and growth of Waukesha?’ It is answered at once and in a word—‘Bethesda.’ ‘Why Bethesda?’ From its curative powers and properties, world-wide popularity and unparalleled success. ‘What success? What has it done, and what does it do?’ It has restored thousands from the brink of the grave, given health and strength to those deemed beyond the reach of all medical science, and turned the path of affliction to one of happiness in the blessings contained within its virtues. ‘What does it do?’ It cures the deadly Bright’s disease; eradicates all diseases of the kidneys; restores the urinary organs to strength and power; is a certain specific in dyspepsia; and an unfailing antidote to a diseased and poisoned system from any and all cases of debility, nervous prostration or loss of power; acts with unerring certainty in giving new life to a languid and overtasked system—in a word, it is a natural restorer of health, and has performed the most wonderful and miraculous cures of any known specific on the globe.”

 Address for circulars, etc.,

R. DUNBAR,
Waukesha, Wis.

GO EAST BY WAY OF ST. LOUIS.

In these days of railroad competition the wise traveler selects his route before leaving home. In almost every instance he desires to reach his destination as speedily as possible, and for the accomplishment of that purpose the *Missouri Pacific Through Line* from the West to the East, *via Kansas City and St. Louis*, offers inducements unsurpassed by any other line in the country. Everything connected with the *Missouri Pacific R. R.* is *first class*, and the adoption of the Miller Platform and Westinghouse Air Brake, together with its Pullman Sleepers, and Reclining Chair Coaches, render a trip over the line perfectly safe and pleasant. Passengers from all parts of the West by taking its Express Trains at Kansas City, Leavenworth, Atchison and other prominent cities, are landed in St. Louis, at seasonable hours morning and evening, and in ample time to make direct connection with all railroads for every point in the North, East and South. Particular information, with maps, time tables, etc., may be had at the various "Through Ticket" offices in the West, or upon personal or written application to G. H. Baxter, Western Passenger Agent, Kansas City, Mo., or E. A. Ford, General passenger Agent, St. Louis, Mo.

GO WEST THROUGH ST. LOUIS.

To all who are seeking new homes in, or are about to take a trip to Missouri, Kansas, Colorado, New Mexico, Nebraska, Oregon or California, we recommend a cheap, safe, quick and direct route by way of St. Louis, over the *Missouri Pacific Through Line*. It is equipped with fine Day Coaches, Buck's Reclining Chair Cars, Pullman's Palace Sleepers, the famous Miller Safety Platform, and the celebrated Westinghouse Air Brake, and runs its trains from St. Louis to Kansas City, Leavenworth, Atchison, Lincoln, St. Joseph, Council Bluffs and into depot of Union Pacific R. R. at Omaha *without change*. We believe that the *Missouri Pacific Through Line* has the best track of any road west of the Mississippi River, and with its superior equipment and unrivaled comforts for passengers, has become the great popular thoroughfare between the East and the West. Trains from the North, South and East connect at St. Louis with trains of the Missouri Pacific. The Texas connection of this road is now completed, and passengers are offered a first class all-rail route from St. Louis to Texas, either over the Missouri, Kansas & Texas R. R., *via Sedalia*, or over the Atlantic & Pacific R. R., *via Vinita*. For maps, time tables, information as to rates, routes, etc., address E. A. Ford, General Passenger Agent, St. Louis, Mo. *Questions will be cheerfully and promptly answered.*

GO EAST VIA ST. LOUIS.

Now that Texas has direct rail communication with the whole country, travelers should remember that the Pioneer Lines of the West afford the best and only routes through the Indian Nation to St. Louis and all principal cities in the Northern, Eastern and Middle States. Passengers from Galveston, Houston, Austin, Waco, Bryan, Dallas, Marshall, Jefferson and all other cities and towns on the Houston & Texas Central Railway and its connecting rail and stage lines, are offered the choice of *two all-rail routes* to St. Louis.

At Denison, Texas, connection is made with the Missouri, Kansas & Texas Railway, and at Vinita, in the Nation, a junction is formed with the *Atlantic & Pacific Railroad*, by which all passengers are carried through Southwest Missouri direct to St. Louis, *without change of cars*. Or, if the passenger so desires, he can, when purchasing his through ticket, arrange to continue his journey through Vinita to St. Louis, by way of Sedalia and the *Missouri Pacific Railroad*. Both of these roads being under one management, equal facilities are offered in the matter of palatial sleeping cars, elegant day coaches, quick time and superior accommodations of every kind. The trains of these companies arrive in St. Louis in ample time to make connection with all roads leading out of the city. Particular information, with maps, time tables, etc., can be had at the various Through Ticket offices in Texas, or by addressing John Howard, Texas Passenger Agent, Houston, Texas, or E. A. Ford, General Passenger Agent, St. Louis, Mo.

DELLS OF THE WISCONSIN.

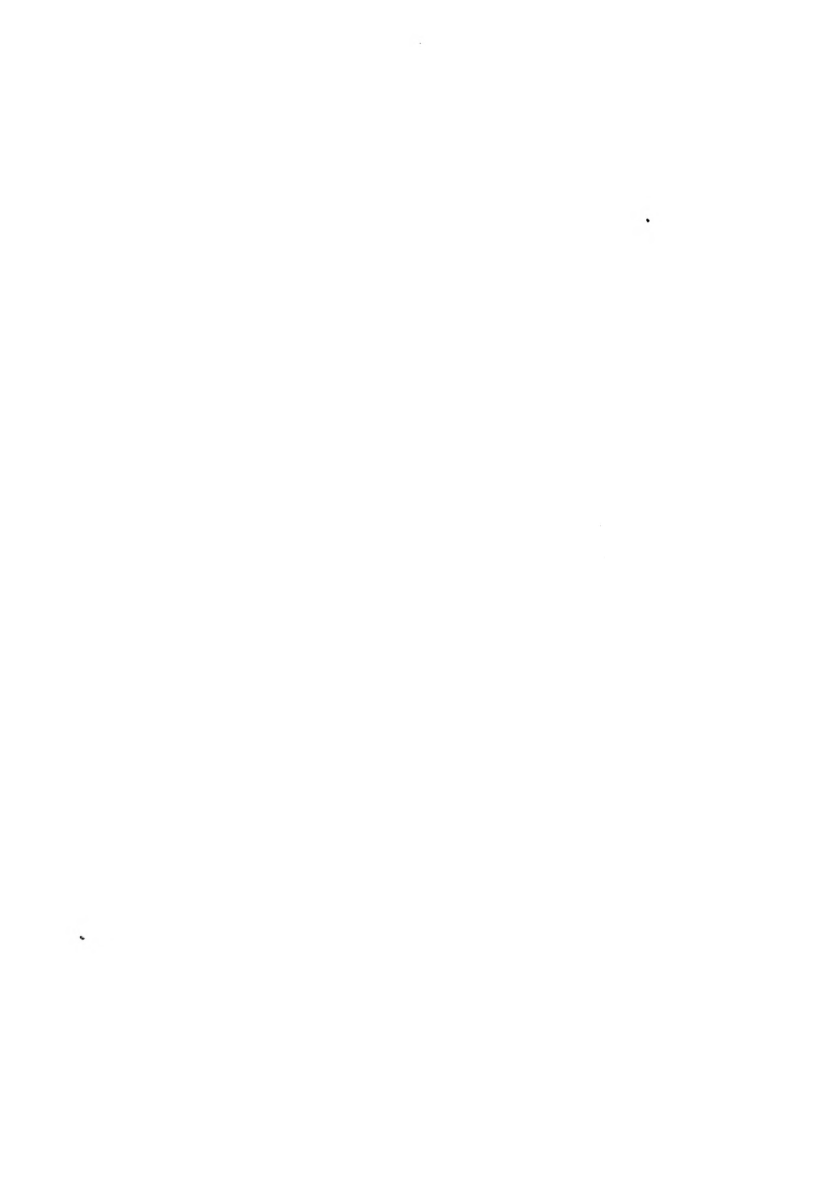


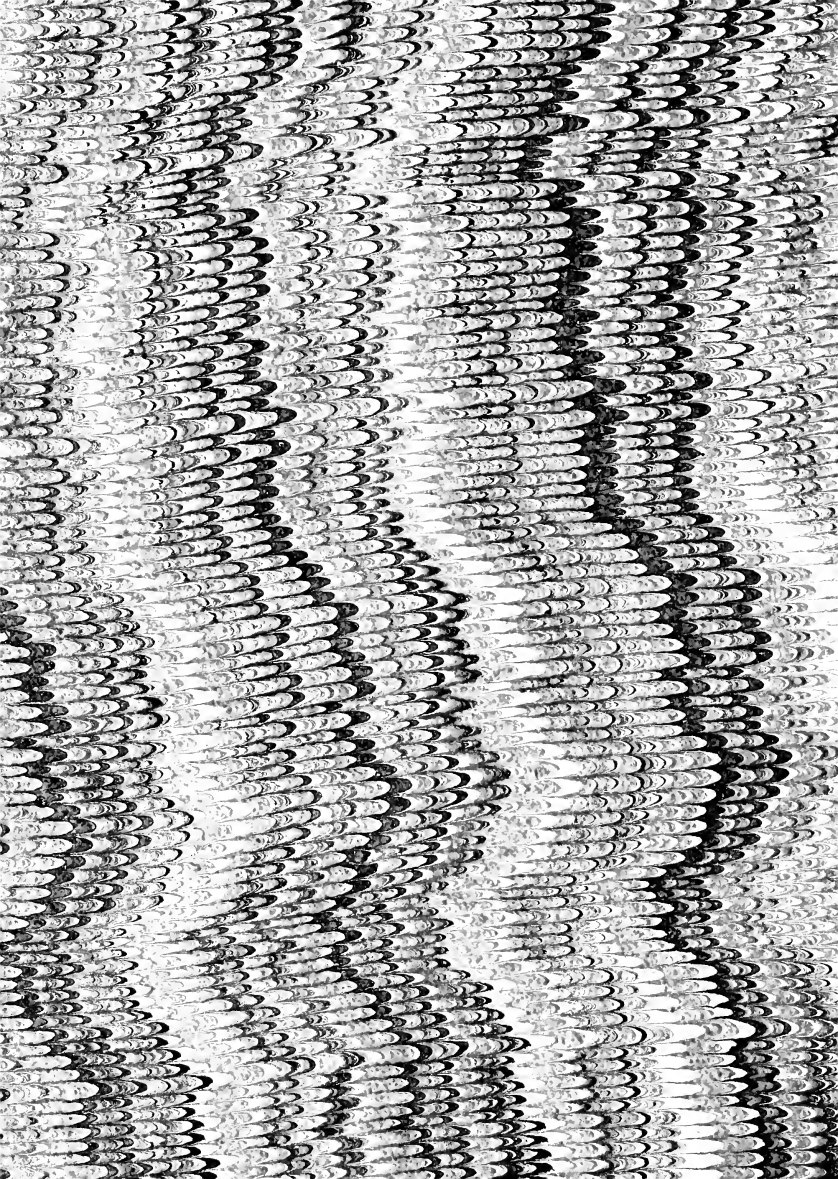
Vizor Ledge, East of Stand Rock.

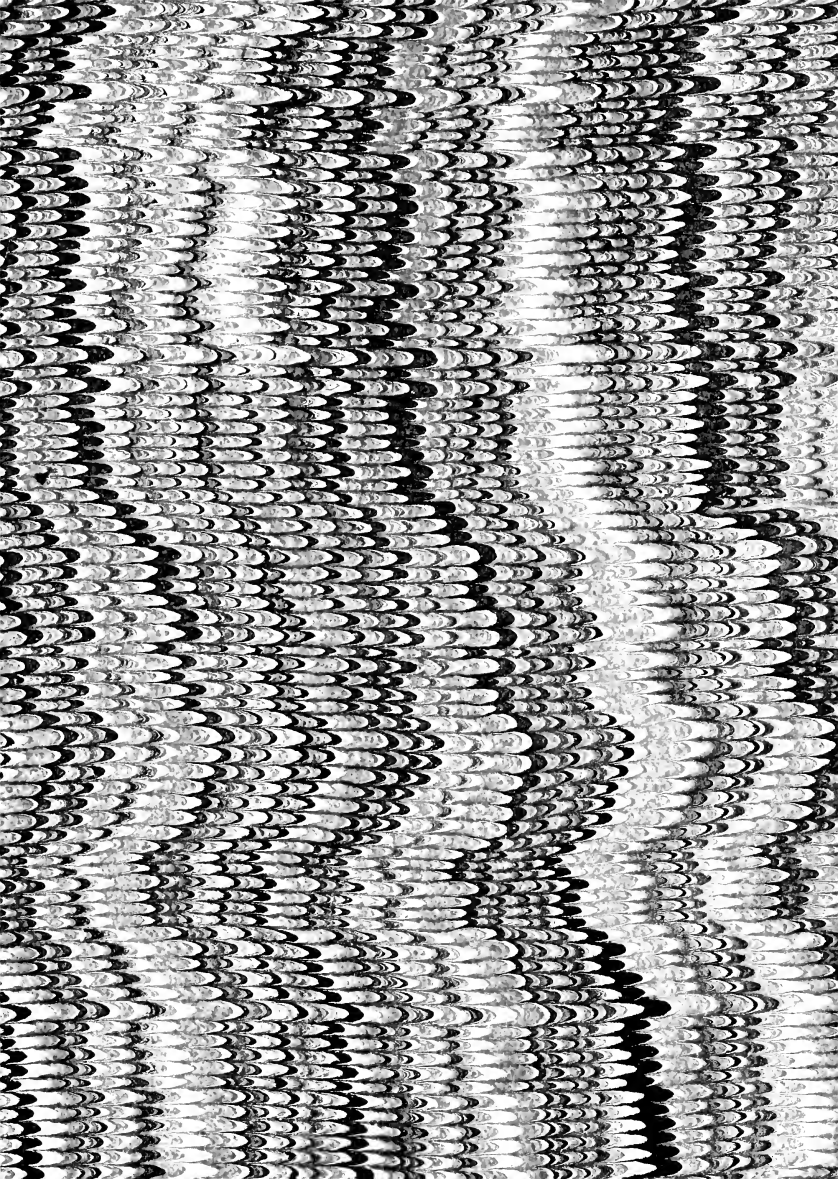


View of the Dells.

ON THE LINE OF THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.







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